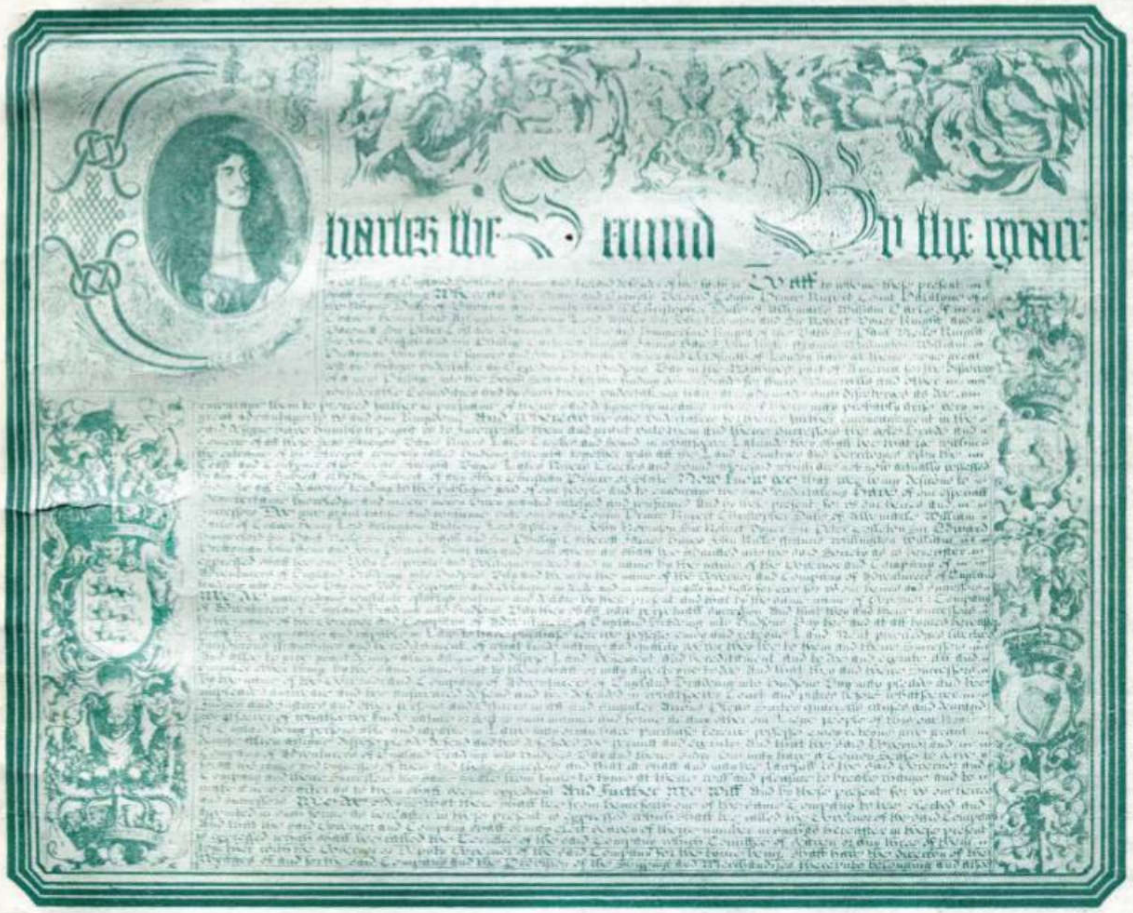
Vol. I MAY, 1921 No. 8

The Beaver

A Journal of Progress



THE CHARTER OF A KING

TWO HUNDRED FIFTY ONE YEARS AGO, May 2nd, King Charles the Second, granted to "The Governor and Company of Adventurers of England Trading into Hudson Bay" this Royal Charter—conveying to them sole right of trade and commerce in all the vast territory traversed by the waters tributary to Hudson Bay.

From that memorable Incorporation sprang the Great Company which during two hundred years penetrated the barriers of a mid-continental wilderness and fashioned the cradle of a new British nation—the Dominion of Canada.

Great Expansion of H.B.C. During 251 Years

From Fort Charles, First Post on the Bay, The Company's Establishments Have Spread to Distant Coasts of Pacific and Frozen Ocean at the North.

By J. BROWN, Associate Editor.

ONE year more than a quarter of a millenium since incorporation! In a country where youthfulness is the predominating characteristic, it stuns the imagination to realize that H.B.C. has been active in Canada since the reign of Charles II, first King of England after the Cromwellian Protectorate.

Neither Prince Rupert, kinsman of the king, or Charles II himself could have dreamed that the Charter which brought the Company into being, two hundred and fifty-one years ago, was ultimately to result in almost half a continent being added to the British Dominions. But it was the policy of English monarchs to encourage and subsidize brave adventurers whose ambition was to plant the flag of Britain on distant shores and spread the commerce of England to the farthest seas.

The crown was convinced by the story of Groseillier's and Radisson's first expedition to Hudson Bay in 1668, that this vast unknown land at the top of North America was abounding in rich furs and teeming with great potential wealth in fisheries, precious stones and minerals. Then, too, the route by which the "Nonsuch" had sailed into the Bay promised to disclose a "Northwest Passage" leading to the merchant-treasure of the Orient which had been the goal of seafaring nations of the world for three centuries.

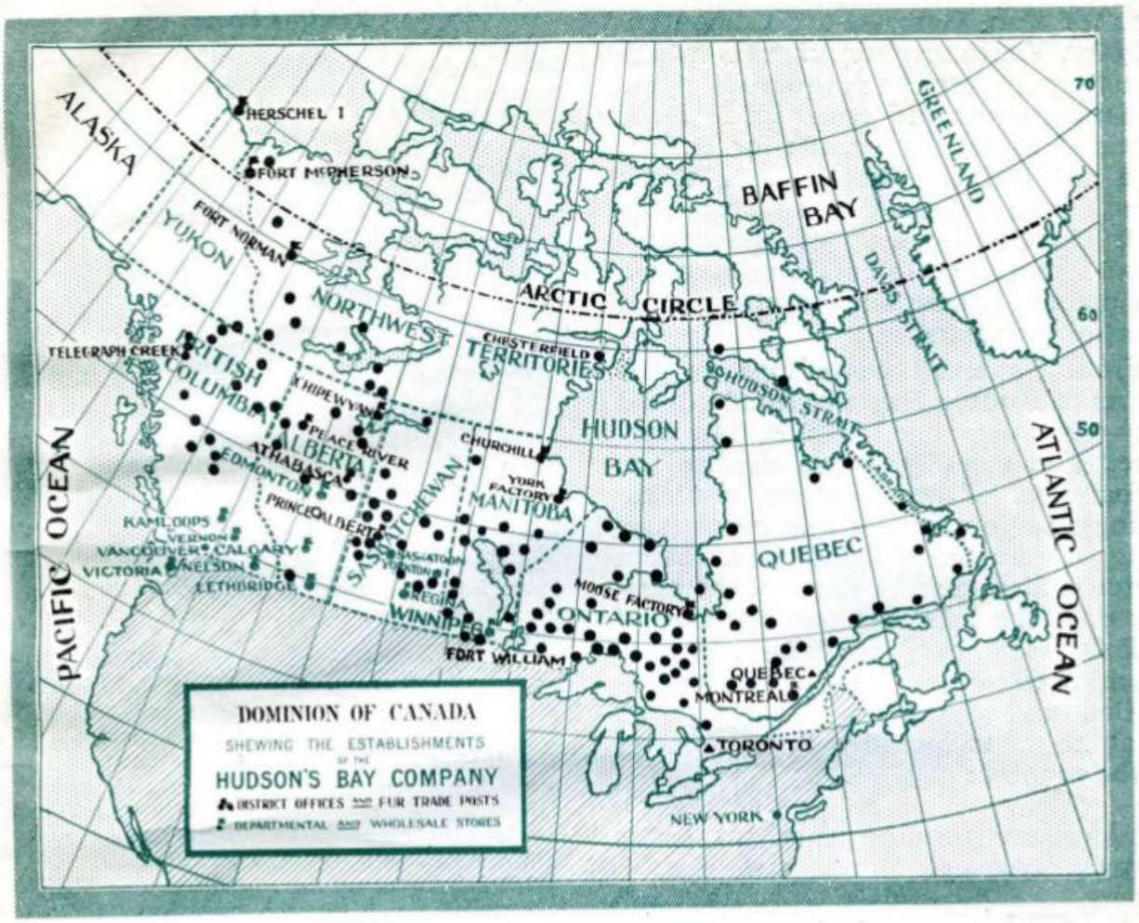
So England hoped that, through the daring and enterprise of Prince Rupert and those "Gentlemen Adventurers," to win the glory of discovery by first navigating the mythical, long-sought passage which was thought to lead to the silks and spices and jewels of India; and if those frozen shores the "Nonsuch" had skirted on her initial voyage possessed natural resources of importance, England wanted them developed for the added greatness of her own commerce.

That a King could thus dispose great unexplored areas of land appears somewhat curious to people of to-day; but it must be remembered that such powers had been commonly exercised for centuries by European rulers. Geographical discoveries during the Elizabethan period and that of the early Stuarts gave a remarkable stimulus to world-wide shipping and trade. New lands were continually being claimed for the flags or England, Holland, France and Spain.

The system of limited liability companies was yet unknown in commerce and the institution of the Chartered Company was found by all principal nations to be the most practicable instrumentality for the development of colonies. During the seventeenth and eighteenth centuries, more than seventy such companies were formed in France alone, but the Charters were frequently revoked and this system was finally abandoned.

The Hudson's Bay Company lost no time in taking advantage of the rights and powers granted by the Charter of 1670. The first post had already been established by Groseilliers at the southernmost tip of Hudson Bay and named Fort Charles. Fort York, Fort Prince of Wales, Fort Churchill and other posts fringed the Bay before many years had passed.

For a long time, the Company forbore entering the distant interior, preferring to influence the Indians to come down to the Forts on the Bay with each season's catch of fur. This plan possessed a double advantage in that it simplified the transportation problem of the Company and withdrew the hunters from the fur districts at a time when it was important that animals should be left unmolested while reproducing and during the season when pelts were unprime.



Furthermore, the location of H.B.C. forts at seaboard and the cheaper ocean transportation gave the Chartered Company a great advantage over the French companies and traders who had earlier penetrated to the remote interior and were compelled to carry furs by canoe over difficult waters and countless portages to Montreal.

In due course, however, H.B.C. entered upon exploration and development of the interior with a firm resolve to encompass the full span of the territory over which it had been granted the sole right of trade, commerce and government. Anthony Hendry and Samuel Hearne at different periods struck inland, one westward toward the great prairies and the other north to the Athabasca region and the Coppermines on the shores of the Arctic.

The Company's posts began to spread in all directions from the central base of supplies, York Factory on the Bay. Up the east side of the Bay and around the coast of Labrador; south and west toward "the Sault," the Red River, Lake Winnipeg and the Saskatchewan, the "inland" posts of H.B.C. were flying the house-flag of the Great Company, until in 1821, the active Northwest Company of Montreal found themselves oppcsed at every remote interior trade-centre of importance.

The amalgamation of the Hudson's Bay Company and the Nor'westers during that year greatly augmented the number of H.B.C. posts and placed the fur trade virtually in the hands of one great organization.

Following the notable explorations of Alexander MacKenzie northward to the Arctic Ocean, over the great river that bears his name, and across the Rockies to the Pacific, trading posts spread to the long reaches of Northwestern watercourses; to the frozen ocean at the north and the shores of British Columbia at the west.

H.B.C. fur-trading establishments now extended from the edge of Labrador to the Columbia River in Oregon and from Alaska to the outskirts of Quebec.

In Western Canada, the coming of farm settlers and the growth of cities has in the last fifty years pushed back the limits of the fur preserves ever northward, leaving those oldtime fur

posts of Fort Garry, Fort Edmonton, Calgary, Vancouver and Victoria, which though no longer the rendezvous of the Indian, trapper and *coureur de bois*, continue to carry on trade for H.B.C. in a new guise. First, general stores of a capacity enlarging to keep step with the development of cities; now great departmental stores have occupied the places of those ancient strongholds of primitive barter.

From its small beginnings on the shores of Hudson Bay two hundred and fifty-one years ago, H.B.C. has survived and steadily grown despite the vicissitudes of wars, trade rivalries, changes in government and revolutionizing of commercial conditions. As a factor in Canadian business of the present day, the influence and position of H.B.C. may be judged by the far-reaching character of its modern organization and the great number of its establishments spread to every quarter of the country:

ESTABLISHMENTS OF THE HUDSON'S BAY COMPANY IN CANADA, 1921.

Executive, Audit, Accounting and Publicity Departments—Winnipeg.

LAND DEPARTMENT

Head Office, Winnipeg.

Branches, Edmonton and Victoria.

WHOLESALE DEPARTMENT

Head Office, Winnipeg.

Branches—Regina, Saskatoon, Edmonton, Calgary. Candy Factory, Winnipeg.

RETAIL DEPARTMENT

Eastern Buying Agency

Montreal New York

Department Stores

Winnipeg, Man.	Vancouver, B.C.
Yorkton, Sask.	Victoria, B.C.*
Edmonton, Alta.	Nelson, B.C.
Calgary, Alta.	Kamloops, B.C.
Lethbridge, Alta.	Vernon, B.C.

* To be opened this year.

FUR TRADE DEPARTMENT

District Offices

For Labrador, St. John's, Nfld.
" St. Lawrence, Montreal
" Lake Huron, North Bay, Ont.
" Lake Superior, Fort William, Ont.
" Keewatin, Winnipeg, Man.
" Saskatchewan, Prince Albert, Sask.
" Athabasca-MacKenzie, Edmonton, Alta.
" British Columbia, Vancouver, B.C.
" Western Arctic, Herschel Island, N.W.T.

Trading Posts

McPherson
Arctic Red River
Good Hope
Norman
Wrigley
Simpson
Liard
Nelson
Providence
Rae
Resolution
Fort Smith
Smith Landing
Hay River
Fort Chipewyan
Fond du Lac
Fort McKay
Fort McMurray
Edmonton
Spirit River
Athabasca Landing
Peace River Crossing
Red River
Wabasca
Trout Lake
Chipewyan Portage
Keg River
Upper Hay River
North Shop
Vermilion
Grouard
St. John's
Hudson's Hope
Whitefish Lake
Sturgeon Lake
Lac du Brochet
Swan River Outpost
Eskimo Outpost
Pelican Narrows
Pukattawagan
Cumberland House
The Pas
Cedar Lake
Fort a la Corne
Montreal Lake
Lac la Ronge
Green Lake
Grand Lac
Barriere
Bell River
Biscatasing
Minaki
Abitibi
Matogami
Temagami
North Bay
English River
Martens Falls
Matachewan
Moose Factory
New Post
Albany
Attawapiskat
Rupert's House
Mistassinny
Woswonaby
Neoskweskan
Eastmain
Nemaska
Fort George
Great Whale River
Charlton Depot
Bersimis
Fort St. James
Isle a la Crosse
Canoe Lake
Old Souris River
Dipper
Clear Lake
Portage la Roche
Onion Lake
Cold Lake
Buffalo River
Stanley
Norway House
Nelson River
Cross Lake
Split Lake
Oxford House
God's Lake
Island Lake
Little Grand Rapids
Berens River
Fort Alexander
Deer Lake
York Factory
Severn
Trout Lake
Churchill
Chesterfield Inlet
Weenusk
Shamattawa
Baker Lake
Nipigon House
Montizambert
Long Lake
Peterbell
Missanabie
Mattice
White Dog
Osnaburg
Lac Seul
Grassy Narrows
Fort William
Dinorwic
Fort Hope
Graham
Hudson
Pine Ridge
Lake Savant
Cat Lake
Seven Islands
Mingan
Romaine
St. Augustine
Weymontachinque
Obijuan
Manowan
Point Bleue
Rigolet
North West River
Davis Inlet
Cartwright
Fort Chimo
Port Burwell
Stuparts Bay
Lake Harbour
Wolstenholme
Cape Dorset
Coats Island
Fort McKenzie
Whale River
Leaf River
St. John's
Hazelton
Babine
Quesnel
McLeod's Lake

Fort Crahane	Telegraph Creek
Dease Lake	McDames Creek
Victoria	Herschel Island
Baillie Island	Kittiganzuit
Aklavic	Fort Thomson

Design from telegraph blank of the company

Overland Cable Once Started From B. C. to Europe

Collins Telegraph Line via Behring Strait Begun in 1864; Abandoned When Atlantic Cable was Laid.

By C. H. FRENCH

BEFORE Cyrus Field finally succeeded in laying the first Atlantic cable in 1866 there were several attempts to lay a cable from Europe to America, but all failed on account of there not being in those days ships large enough to carry a sufficient length of cable to span the Atlantic. It had up to that time been found impossible to make a splice on the high seas.

Under these circumstances it is not surprising that a company was formed to build a telegraph line overland from British Columbia to Europe, via Behring Straits. The company was known as the Collins Overland Telegraph Line, Western Union Extension.

A start was made from Yale, British Columbia, in 1864, under the direction of Colonel Bulkley. When one reads of the great efforts that were made to do this work economically, quickly and well, one marvels, because to get the necessary organization together on this then almost inaccessable coast must have been stupendous.

By 1866 the line was completed and in operation as far as Quesnel, while hundreds of miles further north the route was laid out and cut a hundred feet wide, not merely a packtrain road, but a line wide enough for a railroad, was prepared on which to string the wire for the telegraph.

The country was little known and had to be explored in order to locate the most suitable route. This route was so well chosen that when the Dominion Government later carried the line from Quesnel to Dawson in 1898 it was found impossible to improve on it.

Surveyors went through New Caledonia (now British Columbia), via Stuart's lake, Tactla lake, Bear's lake, and on to Telegraph creek, but finally decided to use the Bulkley valley to Hazelton and thence northward.

Steamers were used up the Stikine and Skeena rivers. The Fort Simpson H.B.C. journals report the arrival at that point of exploration parties by way of the Skeena, Naas and Stikine, who had started from Quesnel, making such remarkable time and accurate observations that even up to to-day have never been equalled.

Meanwhile, the ship "Great Eastern" was built and successfully laid a cable in the Atlantic ocean, thereby accomplishing what the overland telegraph builders in British Columbia were trying to do. After that it was unnecessary to finish the overland line and in the fall of 1866 the whole undertaking was abandoned.

Barkerville became the centre of the Cariboo district mining operations and the Canadian government subsidized the Collins Overland Line for additional construction from Quesnel to Barkerville, thereby establishing telegraphic communication between the coast and mines.

It was operated most successfully and finally taken over by the Dominion government, and in 1898 extended from Quesnel to Dawson and is now known as the Yukon Telegraph Line.

During the first few years it was found extremely difficult to keep this line open continually. The heavy snows in the mountains and falling timber occasioned heavy maintenance work. To-day it is operating with entire success. Telephones are being installed over the entire system. There are cabins about every thirty miles along the line with a complement of two men whose duty it is to keep the line open fifteen miles each way.

The original line, when abandoned, had quantities of wire here and there which was made use of by the Indians in different ways, one of the commonest being to bind together material for their bridges. One was built over the Bulkley river at Hazelton, ninety feet above water, and was a very ingenious contrivance.

It is not generally known that the Hudson's Bay Company in the early seventies planned to build a telegraph line from the coast to Fort Garry, also a water and rail transport system, and went as far as to explore the telegraph line from Barkerville to the east of the mountains. Before any definite steps were taken, however, the Canadian Pacific railway had their exploration parties in the field and the project was dropped by the Company.

Pension Increase Acknowledgments Tell of Gratitude

THAT pension increases made by the Company in 1920 were received by retired H.B.C. employees with much appreciation and gratitude is clearly evidenced by the many letters received, extracts from a number of which are added here:

"The high cost of everything for the past few years has been bringing the proverbial wolf closer and closer to my door, but with this splendid assistance and continued economy and watchfulness I hope to have said wolf's pelt for the special winter shipment, and that the old parchment door and window of the old Trading Post may long protect their occupants and help to declare dividends as of yore."

* * * *

"Will you kindly convey to the Governor and Committee my sincere thanks for the kindly consideration they have taken in this matter. For myself it is really a God-send although I owe no one, but it has been a hard struggle to keep the two ends together and you can imagine how I appreciate their thoughtfulness in making it easier for me and many others to get along more comfortably in our old age."

* * * *

"In these days when money does not go as far as it used to do, the increase will not come amiss, and you can assure the Company that I heartily appreciate their generous act. I wish that I could show my appreciation in a better way than by mere thanks."

"I would like to express to the Governor and Committee my appreciation of the generous increase. It is in line with the traditions of the Honourable Hudson's Bay Company."

* * * *

"It is very good of the Company to remember us pensioners and our struggle in these latter days of H.C.L. to make ends meet. An increase of pension at this time is all the more welcome as fuel in this section of Ontario has gone to unprecedented heights in price. Coal at $23.50 per short ton takes some paying for with a limited income."

* * * *

"I can assure the Governor and Committee that their action in this matter is greatly appreciated and it certainly is very nice to know that the old brigade have not been forgotten."

* * * *

"I thank the Company for their kindness of giving me a few dollars more. Owing to the high cost of living I have used up the little money I saved when in the service and now I am getting old and useless, 83 years old now. I was 44 years in the service."

* * * *

"I shall be glad if you will convey to the Governor and Committee and the Canadian Advisory Committee an expression of my heartfelt appreciation coupled with the hope that the Company's interests will continue to prosper in the vast domain where its flag and activities paved the way to civilization and development."

U. S. Navy Thanks H. B. C.

APPRECIATION for the aid of H.B.C. men at Moose Factory in the rescue of American balloonists last December was recently expressed by the United States Navy Department in a despatch to the Governor-General of Canada and conveyed by the latter through the medium of the Air Board to the Company by letter as follows:

"I am directed to inform you that a despatch has been received by His Excellency the Governor-General from His Majesty's embassador at Washington, stating that he has been requested to convey to you the thanks of the United States Navy Department for the assistance given in the search for the United States naval balloonists last December.

Yours truly,
(Signed) J. A. WILSON,
Secretary.

Captain Mack to England

CAPTAIN G. E. MACK, manager of the Bay transport for H.B.C., sailed aboard the *Minnedosa*, April 2nd, for England. He is expected to return to Montreal the second week in May and thence to Winnipeg.

Home-made H.B.C. Propellers Bring Back Ft. Norman Planes

Aviators Bound for Norman Crash at Fort Simpson But Wing Way Home With "Props" Fashioned by Company's Engineer From Sleigh Boards and Moosehide Glue

By F. C. JACKSON, Fort Simpson, N.W.T.

One of the Crippled Planes at Simpson

IMAGINE my surprise on arriving back at Fort Simpson on the evening of Thursday, March 31st, with Mr. P. H. Godsell, who had been on an inspection trip to the Company's posts at Forts Wrigley, Norman, and Good Hope, to see two airplanes of the monoplane type "sitting" in the field behind the police barracks. In fact, at first I thought that my eyes must be deceiving me, for I had been thinking, during the last few days of our trip, what a much more comfortable mode of travel flying would be compared with "mushing" along behind a team of H.B.C. dogs.

Sgt. Thorne Made Record Trip In

But no! It was no pipe dream, for on the following day I went to investigate, and there they were; two squat, powerful, compact little "busses," capable of flying at an average speed of ninety miles per hour, carrying a ton of freight, with seats for a pilot and a navigator and a little cabin behind for four passengers.

The machines are quite a "new departure" from the commercial type. They were of all-metal construction, excepting the landing skis and the propellers of black walnut. The planes were on their way to the oil fields below Fort Norman.

Their combined crews consisted of five men, and Sergt. H. Thorne, who was returning from Edmonton after taking out an Indian charged with murder from Fort Providence. Sergt. Thorne took *eight weeks on his trip out with dogs,* and made the return journey in *eight hours actual flying time.* That is the first of the records that were made—*eight hours travel from Peace River to Fort Simpson.*

Making "Props" No Easy Task

One of the machines in landing had shattered its propeller. One of the skis had given way under the strain of landing on a deep snow bank. As no spare propellers were available, this seemed a very serious obstacle at first, but Capt. G. W. Gorman, who was in charge, nothing daunted, began to cast around for ways and means of manufacturing a new "prop." Meanwhile he had arranged for the other plane to proceed to Fort Norman.

Now! to make a propeller is by no means an easy operation, especially when one is marooned in the wilderness some eight weeks' dog journey from the nearest rail-head, and within a few degrees of the Arctic Circle.

The broken propeller, apparently, was made by an Ohio firm, and was built up of nine pieces of black walnut, glued together in a block, nine feet long by twelve inches wide and eight inches thick; cut to shape by the most accurate of machinery; finished off by highly trained wood-workers, and tipped with copper.

Making the Best of Frontier Tools

What a contrast! The materials on hand at Fort Simpson were a few old dog-sleigh boards and some raw moose-hide which could be boiled down for glue. Copper tips were not to be thought of.

Mr. W. A. Johnson, engineer in the H. B. C. service, undertook to make the propeller, assisted by Mr. Hill, one of the flying party.

The tools they had to work with consisted of a few steamer clamps for the glueing process, a ship's adze, auger, hammer and chisel, axes, and drawknives. Well! The chances of turning

out a propeller of modern design, capable of standing the strain of 1500 revolutions per minute from a hundred and eighty horse-power motor and of driving a machine weighing about two tons through the air at a speed of ninety miles an hour, looked pretty slim. But the work was started.

Indians Aghast at "Beeg Birds"

It was interesting to note the effect that the arrival of the machines had on the Indians. They were first startled by the dull droning of the engines coming from far up in the sky. They wondered what huge birds could be coming north again at such an early date, and with such a loud whirring of wings. Then the cry went up, "Two beeg, beeg birds," and following the natural impulse of the born hunter, away they rushed for their guns. As the machines approached nearer and took on such enormous size, many of the Indians bolted for the bush. Then a squaw shrieked, "Oh! there is men in it, don't shoot," and in a motherly way held wide her arms to catch the falling aeronauts.

Those of the natives who did not see the machines arrive, could not be convinced when they saw them on the ground, testing out the engines, that these queer contraptions would fly like the great grey geese that circle high up over the MacKenzie.

"Why!" they said, "their wings won't move." But *Chippy-Coat,* our local Indian inventive genius, casually remarked that he could make one if they gave him enough tin.

Second Plane Loses Propeller

From this point bad luck seemed to dog the aviators. The second machine with four men aboard, after a few test flights, started out for Fort Norman next day. She "taxied" along the snow covered ground for about a hundred yards and then began to rise gracefully when her right ski dipped, and, in the twinkling of an eye, the machine was spread-eagled on the snow with a broken undercarriage, and woe! a broken propeller.

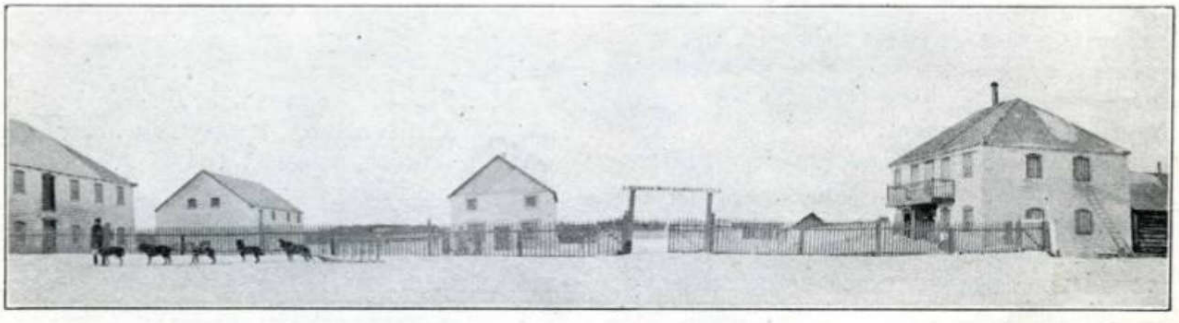
Fortunately no one was hurt in the slightest. Now things did look hopeless. But more boards, some hewn out with the axe by local Indians, were glued up for a second propeller.

Off for Civilization Again

Now hark, all ye incredulous ones! on Friday, April 15th, the first home-made propeller was given a thorough test of three-quarters of an hour's flying by Mr. Alma Fullerton. The machine was put through all her "stunts." The second propeller was given a similar test on Wednesday, April 20th, by Captain Gorman, and now all is ready for the return trip to Peace River, and amongst other things the aviators will carry this article. By any other route you would not be reading this 'til August.

Great credit is reflected on the workmanship of Mr. Johnson who has never before seen an aeroplane at close quarters, for I think it can be safely stated that this accomplishment ranks highly with other recent aircraft records as being the first time a propeller has been made and worked successfully a thousand miles from civilization and the base of supplies; in fact these propellers might have been labelled, "Made in the Bush."

EDITOR'S NOTE—This story was brought to Peace River by the Imperial Oil Company's planes leaving Fort Simpson April 21st, after the replacement by H.B.C. of their broken propellers. By regular packet the story would not have reached us until late July and could not have been read until the August issue of "The Beaver."



H.B.C. Trading Post, Manager's Residence and Warehouses at Fort Simpson, N.W.T.

Midwinter Post Inspection at the Rim of the Arctic

2450 Miles From Fort Simpson to Liard, Good Hope, Wrigley and Back When Dog Feed is Scarce

By PHILIP GODSELL
H.B.C. District Inspector for Northern MacKenzie

THE first winter mail having arrived on January 10th, I set out from Fort Simpson on the following day for Fort Liard with two teams of dogs, two drivers and a fore-runner. After six days' hard travelling through heavy snow we arrived at Fort Liard. The packet from Fort Nelson had arrived there the day before.

Five days were spent in doing the necessary work at this post and we set out on our return trip to Fort Simpson, arriving there on Jan. 28th.

Upon my arrival at Fort Simpson I was informed that parties en route to the oil fields at Fort Norman had been passing almost daily since we had left. A number of sick dogs had been left behind by the traavellers; and as a result of this two of my dogs became sick the day before I was due to leave for the North.

I left Fort Simpson again on Feb. 2nd, en route for Wrigley, Norman and Good Hope, with the same equipment, but only three of the dogs in the carriole team were working, the other two sick dogs being left behind. The dogs, however, recovered sufficiently to be harnessed the following day.

We camped in an Indian shack shortly after leaving Fort Simpson, and I went to sleep early. I was, however, awakened by a medley of singing and shouting at about eleven o'clock, and found that my men had been improving the shining hour with their Indian host, telling stories, dancing to the music of a not very mellow old violin, and singing the fervid chansons of the Northland.

As this appeared to be a particularly vivacious party, it was not until about one o'clock that the men were finally gotten off to their bunks.

I roused them again at three o'clock, much to their disgust, and at about four-thirty, we "hit the trail." The Indians plodded along behind the dogs,

"Mushing" Across the Snowy Wastes Between the Arctic Circle and Fort Norman

very sleepy and tired. I kept them travelling until late, and before dark they were quite prepared to swear that they would give merrymaking the good-by in future when on a trip.

We arrived at Fort Wrigley on Feb. 7th, left that point on the 10th, and after experiencing very bad travelling for three days over exceedingly rough ice, which necessitated our cutting our way through, arrived at Fort Norman on the 15th.

Fort Norman was crowded, as most of the oil stakers, having attended to their claims, had returned to the Fort and were resting. Nearly the whole of the male population of Fort Simpson were there.

Dogfeed was scarce and all the travellers were experiencing much difficulty in feeding their dogs, as a testimony of which dead dogs dotted the trail all the way down the river.

We left Fort Norman on Feb. 22nd in company with Corporal Doak of the R.C.M.P., and arrived at Fort Good Hope on March 1st.

Very little dog feed was available there, necessitating the feeding of the dogs on bannock and rice. Three teams arrived at Fort Good Hope from Yukon on March 2nd via the Old Crow and Fort McPherson. The party consisted of Harry Anthony, Archie Link later accompanying a Mr. Mason, styling themselves "The Oil Maggots,"

Camping for the Midday Meal

all en route for Fort Norman to stake claims. They had experienced considerable difficulty in obtaining dog feed and their dogs were rather weak.

The Yukon party rested their dogs for a few days, cooked up bannock for dog feed and left on March 5th.

I left Fort Good Hope March 7th, still in company with Corporal Doak, who was unable to proceed through to Fort McPherson owing to shortage of dog feed.

All our dogs were very weak from poor feed and we were forced to feed them bannock on the return trip.

A heavy blizzard which lasted five days made travelling very slow. On the evening of the first day we came upon the Yukon party, camped eighteen miles from the Fort, unable to proceed on account of the deep snow and their having no fore-goer.

From there to the Imperial Oil Gusher we broke trail for this party, and arrived at Fort Norman on March 15th.

Luckily there was a good supply of moose meat on hand there, and I was

Snugly Ensconced in Carriole for Cold Day's Run

enabled to rest the dogs for a week and feed them up.

Leaving Fort Norman on the 21st, followed by the Connibear party of Fort Smith, we arrived at Fort Wrigley on March 25th.

From Wrigley to Fort Simpson the travelling was exceedingly bad, as the river had fallen about twelve feet since freeze-up and was one mass of boulder ice. The trail had been made in the early winter on the ribbon of overflow ice skirting the shore, which had now fallen in, so that the trail was very sidling and made the handling of the toboggans very difficult.

We arrived at Fort Simpson on March 31st with the dogs in good condition, none of them having been off duty on the entire trip.

The total distance covered in my inspection trips since Sept. 15th was 700 miles by canoe from Fort Simpson to Fort Nelson and return, and 1750 miles with the same two teams of dogs, a total of 2450 miles in all, which gives some idea of the vastness of the Northern MacKenzie river region.

"Heap Loaf, Heap Starve"

AN old Indian on the reserve while attending church service was rather taken by the missionary's promise that anyone who asked for anything in prayer was sure to get it if they had faith. He thought that this had the old style of going to the Company for a little debt skinned a mile. So going to his teepee he started to pray:

"Oh, Lord, bring me one sack of flour, one box of tea, one box of sugar and one hundred pounds of bacon."

After waiting until well on in the afternoon without anything coming his way, he thought that perhaps he had asked for too much from a stranger to start with. So he prayed again:

"Oh, Lord, just bring me half of what I asked before."

After waiting until night, and now beginning to feel rather hungry, he said once more: "Oh, Lord, just bring me one meal." But when nothing came out of all his praying, he said in disgust: "Oh, Lord, you are just the same as the Hudson's Bay Company. Hunt, work or fish, or nothing to eat."

—*R. O. Otten, Hudson Post, Ont.*

Jack White Undergoes Operation at Winnipeg

MR. JACK WHITE, H.B.M., Manager of the Company's European Sample Room, Calgary, is recovering in Winnipeg from an operation for appendicitis performed April 25th. Mr. White will proceed to England after he is fully recuperated.

P. H. Godsell, H.B.C. Post Inspector, Northern MacKenzie River

ATHABASCA-MACKENZIE DISTRICT NEWS

AS a result of the oil strike, made by the Imperial Oil Company, forty-five miles below Fort Norman, the MacKenzie River has become, since the beginning of January, the highway of more pedestrian traffic than has been known since the old Klondyke days.

Tony Neis and Billie George accompanied by several parties with numerous teams of dogs passed Fort Simpson on January 12th, en route to Fort Norman. Almost all the residents of the fort followed them down for the purpose of staking claims. Nearly all the trappers along the route followed in the wake of the party, hauling their own toboggans, or packing their "grub" and blankets on their backs.

After this, parties were continually passing down the river until the beginning of April, many of them having come through from Edmonton.

As the fisheries on the river had been unsuccessful, the majority of the travellers experienced much difficulty in feeding their dogs, and in most cases were forced to feed bannock.

Fort Norman has had a busier time and boasts more white residents than ever before in its existence, as most of the parties after staking remain around the Company's post for a time, resting themselves and their dogs. Most of the Company's stores along the route were sufficiently well stocked with imported foods to supply the newcomers.

Three trains of dogs with Messrs. Mason, Anthony and Linklater coming from Fort Yukon, via Fort McPherson, arrived at Fort Norman on March 15th, and, when leaving there upon March 21st, it was reported to me that Indians who had just arrived stated that they had crossed the trail of another party on the Gravel River, and upon following it up came across two white men with two teams of dogs from Dawson. They had lost a number of their dogs and were short of food, but the Indians reported that they had given them all the dried meat that they would require, and that they were following their trail and would arrive on the following day.

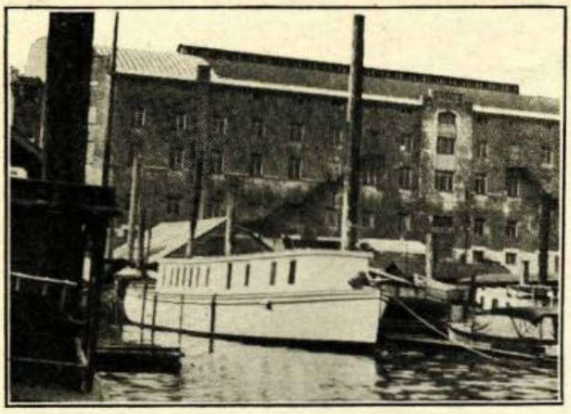
Two monoplanes in charge of Captain Gorman, of the Imperial Oil Company, arrived at Fort Simpson from Peace River on March 30th, having come via Fort Vermillion, Upper Hay River, Hay River and Fort Providence. They alighted at each of these H.B.C. posts and were forced to alight once on Slave Lake owing to a blizzard.

This trip, which is an unusual one even in aviation circles, was performed without mishap until they arrived at Fort Simpson, when the propeller of one was broken as the machine alighted.

A few days later the other machine crashed just as she was leaving for Fort Norman and also broke her propeller.

W. A. Johnson, of the H.B.C. staff of Fort Simpson (engineer), came to their assistance and, with oak sleigh boards provided by the Company, manufactured two new propellers. Captain Gorman intends to make a return trip to Peace River within the next week.

Moose have been very plentiful on the MacKenzie River this winter and have been killed in large numbers by the Indians between Fort Simpson and Fort Norman.—16th April.



New H.B.C. "Tunnel" Boat for Peace River

Not a Submarine, but a Special Design of River Craft

By F. S. GARNER

AN interesting addition to the H.B.C. fleet of northern river transport vessels is the new "tunnel" boat, launched at Vancouver, March 26th. The boat is to be used during the present season on the Peace river, from Hudson Hope, three hundred miles west of Peace River Crossing, to Vermillion Chutes, three hundred and fifty miles northeast of the same central point, the present northern terminus of the Edmonton, Dunvegan and British Columbia Railway.

The word "tunnel" as applied to this boat does not, as might be conjectured, denote either submarine or subterranean qualities or proclivities, but a novel form of hull construction, original with the designer and builder, Mr. George F. Askew, who has been building steam and motor boats on and for the northern rivers of British Columbia and the far northwest for the past twenty-five years.

The "tunnel" which gives the boat its name is bored or built into the body of the boat itself—a beautifully curved, barrel-shaped concavity in the hull beneath, extending from the stern amidships about twenty-five feet, thus giving ample room for the play of the powerful propeller, and also for the twin rudders within the lines of the boat. By this ingenious means both propeller and rudders are protected, and there are no projections to interfere with the phenomenally light draught (for so large a craft) of but nine inches with the maximum of not more than twenty inches when the boat is carrying a full load.

When the propeller turns, the designer says, the arched cavity in the bottom of the boat is filled with water, which is hurled astern with the force of a hydraulic ram, imparting a speed to the vessel of seventeen miles an hour.

The "tunnel" boat is sixty feet over all with a beam of eleven feet, and four feet depth of hull. Speed, strength, utility and elegance of design were evidently combined in construction. The general appearance was enhanced by the long low cabin, partly set in the hull, with head room of six and a half feet, width of ten feet, and a total length of forty-three feet—leaving convenient main deck room fore and aft, and sufficient width to pass round on each side.

The superstructure is divided into three compartments: a messroom and galley combined, eleven by ten feet; the engine room, amidships, of the same dimensions, and the passenger saloon astern of something over twenty by ten feet, containing sleeping accommodation for about twenty passengers.

The motive power is supplied by a ninety horse-power gasoline engine which, with the propeller, was installed in the boat before launching, making everything practically complete and shipshape.

LITTLE JOURNEYS TO FUR TRADE POSTS OF THE HUDSON'S BAY CO.

STANLEY POST, Saskatchewan District, is situated on the south bank of the Churchill river, about fifty miles northeast of Lac la Ronge.

In former days, when York boats were travelling back and forth from York Factory to Portage la Loche, this was one of the main H.B.C. Posts.

The distance south to Prince Albert is about 150 miles, and freighting from that point is done by teams in winter. The Lac du Brochet freight also passes through Stanley by team to the south end of Reindeer lake. This is a new route used only the past few years, and

is through a hilly and rocky country, full of lakes both large and small.

The Indians in this vicinity live mainly on fish and meat, but a few have small patches of potatoes. There is an Indian school at this point.

Relics for H.B.C. Museum

PURCHASE was concluded last month by the Company of a group of Eskimo relics and Indian curios collected by Dr. W. E. Anderson, of Portage la Prairie, Manitoba. The collection consists of more than five hundred pieces, representing handiwork of many tribes including Cree, Blood, Piegan, Sarcee, Sioux, Chipewyan, Locheux and Western Arctic Eskimo.

The acquisition by H.B.C. of these relics together with the Dagg collection (of Calgary) which was purchased last fall and the specimens gathered by Mr. F. D. Wilson during 1920 at the Company's old interior posts are intended to form the nucleus for the Hudson's Bay Company's Museum to be established at Winnipeg.

R.C.M.P. Inspector's Donation to H.B.C. Museum

A RECENT DONATION to the H.B.C. Historical Collection at Winnipeg is in the form of an Eskimo seal spear presented by Inspector C. D. La Nauze, of the R.C.M.P., Halifax, who writes:

To the Manager,
Hudson's Bay Company,
Winnipeg, Manitoba.

Sir: In remembrance of very many pleasant associations with the Hudson's Bay Company's officials in the Mackenzie and Western Arctic, I have much pleasure in presenting the H.B.C. Museum with an Eskimo seal spear, which I secured from the primitive natives of Victoria Island, N.W.T., in May, 1916.

As it is a specimen of the last work of our primitive Eskimo tribes, and the District I secured it in bears recollection of early Hudson's Bay exploration, I feel the specimen may be worthy of a place in your historical collection.

I remain,

Yours very truly,

(Sgd.) C. D. La Nauze, Inspector R.C.M. Police.

Results of 250th Anniversary Employees' Suggestion Competition (Fur Trade)

DUE TO THE GREAT DISTANCES involved in the distribution and return of the competition question blanks from H.B.C. far northern fur Posts, *The Beaver* has not until this month been enabled to announce the results of 250th Anniversary Suggestion Competition in the Fur Trade Department. Following are the names of those submitting suggestions that were considered of sufficient merit to adopt for the Company's use:

Name	*Position*	*Post*	*District*
C. H. French	*District Mgr.*	*Vancouver*	*B.C.*
A. L. P. Chinn	*Engineer*	*Fort York*	*Nelson River*
Jno. Harris	*Manager*	*Bell River*	*Lake Huron*
C. H. Clarke	*District Acct.*	*Herschel Island*	*W.A.*
Christy Harding	*District Mgr.*	*York Factory*	*Nelson River*
A. P. N. Clarke	*Manager*	*Vermilion*	*Athabasca*
H. H. Hall	*District Mgr.*	*Herschel Island*	*W.A.*
P. H. Godsell	*Inspector*	*Fort Simpson*	*McKenzie River*
J. S. C. Watt	*Manager*	*Ruperts House*	*James Bay*
Allan Nicholson	*Former Mgr.*	*Ruperts House*	*James Bay*
R. Hooker	*Manager*	*Osnaburgh*	*Lake Superior*
J. J. Barker	*District Mgr.*	*Prince Albert*	*Saskatchewan*
John Melvin	*District Acct.*	*York Factory*	*Nelson River*
N. O. T. Griffith	*Manager*	*Albany*	*James Bay*
R. D. Fraser	*Manager*	*Temagami*	*Lake Huron*
W. M. Ross	*District Acct.*	*North Bay*	*Lake Huron*
Miss F. A. Haldane	*Stenographer*	*Prince Albert*	*Saskatchewan*
Miss J. E. Pritchard	*Stenographer*	*Winnipeg*	*F.T.C.O.*

$1000 Award—Made to Mr. L. Romanet, General Inspector, for best reply to the Final Question, "What Would You Do If You Were Governor of the Hudson's Bay Company?"

Published Monthly by the Hudson's Bay Company for Their Employees Throughout the Service

The Beaver

"A Journal of Progress"

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251st Year

COMMEMORATION this month of the Chartered Company's 251st year as an incorporated business institution recalls the unique splendour of the Dominion-wide Anniversary Celebration of one year ago. To H.B.C. employees and the general public alike the vivid pageantry which was staged progressively from Winnipeg to the coast and over the Northland during last Spring and Summer, the occasion partook of the nature of a national fete rather than mere celebration of the birthday of a concern of commerce.

The 251st year of H.B.C. activity discloses in the dignity of seniority a memorable example of the vigor of youth manifested by an organization that has never grown "brittle" with the years but retained a measure of the flexibility needful for shaping itself to every age of change.

Spring

DO YOU REMEMBER when we were all kids at school and the gentle zephyrs bearing the perfume of new blossoms through the open windows enticed us out of doors to loll in the new grass that was coming up all around. And the teacher sat reading us fairy stories or the "Jungle Book" by the hour with that long vase at her elbow in which stood the spray of pussywillow that "some girl" always brought in every Spring; while the irrepressible boy strove to keep imprisoned the tadpole he had smuggled into the desk.

Those were the days when the urge to wander almost overwhelmed the academic inhibition. Do you recall the time when the gang had "made it up to go Injun hunting on Saturday and camp out all night, way off in the woods somewhere," and then came the crash of well-made plans for this incipient expedition when we were drafted by parental "ukase" for service in *Spring Cleaning!*

Where's the adventure in pounding dusty rugs and white-washing fences? Why all the bother of wiping one's feet so carefully before entering the renovated home?

Now that we've all grown up, we don't believe in fairy tales and we're not a tithe so full of wonder and adventure (ostensibly) but the wholesomeness of a spring house-cleaning is just as real for us now as it was to our mothers in the good old days. Clean up the yard and the basement. Start a garden and grow something. Clean up the desk and the office of any of the winter's unnecessary accumulations. Have a mental renovation and readjustment if there are any cobwebs about. *Get in tune with the Spring!*

Personality

EVERY store, like every man, has a personality. Some people's personality is so colorless and vapid that they neither attract nor repel—just assume insignificance. And the great majority of stores are commonplace because they have this neutral personality. They leave no lasting impression on customers' minds.

Prices mean but little in the development of a store atmosphere—if they are fair. Politeness and alert salesmanship will help some. *Sincerity* is the real foundation upon which store character—like human character—must be built.

Canada's cities are growing rapidly. More department stores must come. In each community only the store with a *personality* will command the strongest support of the most people in the time of trial.

Energize

ENERGIZE whatever latent ability you may have. Brilliant ideas and wonderful plans are worth less than nothing without *motive power* because they "get in your way." It is better to have a single-track mind and get some through traffic over the line than to be full of ingenious fancies that never obtain right of way or ACTION. If you have talent, exert it. *Energy* and *success* are inseparable.

Heart

THIS VITAL, vigorous business of which every H.B.C. employee is a part is built primarily upon *men* and *women*, not upon merchandise, lands furs and equipment. If there be any who think of H.B.C. in terms of capital assets alone, they do not perceive the true measure of the Company.

Around our readers—the Company's employees—around your perseverance, your loyalty, your work and the records you make, will the future history of H.B.C. be written.

It is an institution with a Heart—not a pulseless body corporate of the law's creation. The welfare of its men and women and service of the Canadian people are considerations with which it is most sincerely and intimately concerned.

Mr. Burbidge Retires

HERBERT E. BURBIDGE, Stores Commissioner, whose retirement from active service is effective May 1st, has been at the head of the stores organization for ten years. Since coming from England to direct the affairs of H.B.C. retail establishments, Mr. Burbidge has bent his energies toward enlarging the scope of the Company's stores business and working out his plan to give the Company a group of departmental stores that would possess a truly metropolitan character and operate in a manner worthy of London itself.

Marked increases of business and much wholesome expansion have been recorded by the stores department during Mr. Burbidge's administration.

At the completion of the Company's building programme, for which Mr. Burbidge was largely responsible, he will see a dream realized in the monumental, classic outlines of the new-day H.B.C. stores, dominating the retail field in the larger centres of Western Canada.

Thousands of H.B.C. employees who know Mr. Burbidge regret to see him relinquish his post and wish for him many years of good health and happiness.

Managers to Meet

IN connection with the development of stores business, we are officially informed that a meeting of general managers and managers of stores will be held in Winnipeg on May 9th.

It is also stated that in future the administration offices of the stores department will be in Winnipeg. The transfer from Vancouver to Winnipeg will be made early in May. These offices will occupy quarters in the Electric Railway Chambers.

The move will complete the centralization in Winnipeg of headquarters of all departments of the Company in Canada.

Parable of the Prodigal Father

AND he said, "A certain man had two sons, and the younger of them said to his father, "Father give me the portion of thy time, and thy attention, and thy companionship, and thy counsel and guidance which falleth to me." And he divided unto them his living in that he paid the boys' bills, and sent them to a select preparatory school, and to dancing schools and to college and tried to believe that he was doing his full duty by the boys.

And not many days after the father gathered all his interests and aspirations and ambitions and took his journey into a far country, into a land of business and social and political preoccupations, and other things which do not interest a boy, and there he wasted his precious opportunity of being a chum to his own son. And when he had spent the very best of his life and had gained money, but had failed to find satisfaction, there arose a mighty famine in his heart, and he began to be in want of sympathy and real companionship. And he went and

joined himself to one of the clubs of that country. And they elected him chairman of the house committee and president of the club, and sent him to parliament. And he fain would have satisfied himself with the husks that other men did eat and no man gave unto him any real friendship.

But when he came to himself, he said, "How many men of my acquaintances have boys whom they understand and who understand them, who talk with their boys and associate with their boys, and seem perfectly happy in the comradeship of their boys, and I perish here with heart-hunger. I will arise and go to my son and will say unto him, 'Son, I have sinned against heaven and in thy sight, and am no more worthy to be called thy father. Make me as one of thy acquaintances.' And he arose and came to his son. But while he was yet afar off his son saw him and was moved with astonishment, and instead of running and falling on his neck, he drew back and was ill at ease. And the father said unto him, 'Son, I have sinned against heaven and in thy sight, I have not done my duty by you and I am no more worthy to be called thy father. Forgive me now and let me be your chum.' But the son said, 'Not so, I wish it were possible, but it is too late. There was a time when I wanted to know things, when I wanted companionship and advice and counsel, but you were too busy. I got the information and I got the companionship, but I got the wrong kind, and now, alas, I am wrecked in soul and body and there is nothing you can do for me. It is too late, too late!' "

[N.]

R.M.W.J. Mackenzie's New Book Out This Month

PUBLISHERS of Mr. N. M. W. J. Mackenzie's latest book, "*The Men of the Hudson's Bay Company*" have announced that first copies of the work will be available this month. Realizing the interest that is sure to be taken in this book by employees of the fur trade and other departments, arrangements have been made to carry a stock of the books at H.B.C. Winnipeg Depot, which will be held for requisition or order in the regular way. The price of the book has not been set, but it is expected to be fixed at $2, postpaid.

J. J. Barker Brings Whiff of Northland Ozone

Big "Chief Factor" from Saskatchewan Breezes Into Winnipeg after 1000 Mile Inspection Trip in Snow

By J. BROWN

MR. J. J. BARKER, District manager of H.B.C. Saskatchewan fur trade district, paid a flying visit to Winnipeg early last month, looking the picture of health and fit as a young athlete.

Mr. Barker invariably brings with him an unmistakable suggestion of the clear, wholesome atmosphere of the north, so that the half-hour's chat with him is not only edifying but distinctly invigorating after the manner of a whiff of ozone.

We learned from this "Chief Factor" that he had just completed a round of inspection covering some of the more northerly posts in his district, between Le Pas and Lac du Brochet Post at the foot of Reindeer lake. His journey was more than a thousand miles by dog team in the dead of winter.

A Lynx-paw Robe a Useful Part of Sleeping Equipment.

Asked about the pleasure of "sleeping out" at thirty-five below zero, Mr. Barker said there was little discomfort, "if, in addition to blankets and an eiderdown robe, one has a lynx-paw robe between one and the ground. The worst cold comes up from below."

"The Indians are always first astir in the morning. They light a fire and get the breakfast started before I crawl out. It's not so bad travelling with two teams of good dogs, a couple of Indians and the right kind of camp equipment. One rarely catches a cold, not nearly so often, in fact, as city folks do."

Indians Balk at Travel on Ice of Big Lake.

Mr. Barker at the start of his inspection trip struck north seventy-five miles from Prince Albert to Montreal Lake Post and thence to Lac la Ronge, sixty miles further on, where he picked up two dog teams and drivers that carried him past Churchill river and Stanley Post to the head of Big Reindeer lake. Here the Indians refused to go further, as the route led straight north through the center of the lake

"As Reindeer lake is about one hundred and fifty miles long and about eighty miles wide at some points, the Indians were afraid to venture on the ice," said Mr. Barker. "Sometimes we would be entirely out of sight of the mainland. To be caught in a blizzard on Reindeer is about the worst thing that could happen to one, and these Indians from La Ronge wouldn't move another step. So I camped at the head of Reindeer lake and waited for two H.B.C. dog teams from Lac du Brochet which I had previously ordered to meet me. They arrived in eight days and I resumed my journey, travelling a hundred and fifty miles across the ice without mishap. Those were fine dogs. After we made Lac du Brochet they brought me three hundred and fifty miles south to Le Pas in record time."

Mr. Barker has been for twenty-two years in the H.B.C. service. Born in 1872, near Toronto, he finished his schooling there and then had a few years' clerical experience in Ontario general stores before beginning his service with the Company at White River Post, Ontario, as accountant and clerk, in 1899. In 1902 he was given charge of the post at White river and remained until 1906 when he was ordered to Nepigon as post manager.

In December, 1915, after nine years at Nepigon, Mr. Barker was made manager of Saskatchewan district, with headquarters at Prince Albert.

ACCURACY

By W. CUNNINGHAM

WHATEVER you do, do it well. Be accurate. Failure starts to germinate with the first slighting of work. The slight may be ever so small, but be not deceived—at that point your success begins to decline.

The big thing to master is the art of learning from mistakes, so that you never make the same mistake twice. Conquer every obstacle that presents itself. Win—and pass on to the next obstacle.

Be accurate. Nothing that is worth while is unimportant and nothing that

PACKING SUPPLIES for the northern oil fields in the new prospector's department of H.B.C. Edmonton Store. This department, which was recently inaugurated to serve those contemplating a trip to Fort Norman, has registered a distinct success. Many large orders for supplies and equipment have been filled, including a government contract negotiated last month.

Recent Appointments to Victoria Store

Managers and Buyers for Palatial New Coast Store Being Largely Chosen From H.B.C. Ranks

WORK on the new store at Victoria is progressing satisfactorily and it is expected this newest palatial H.B.C. store will be opened to the public about 1st August next.

Employees throughout the service will be glad to learn that following the policy of promoting our own people to the more responsible positions, the Company has already definitely appointed the following employees from other stores to positions of departmental heads and buyers in the Victoria store:

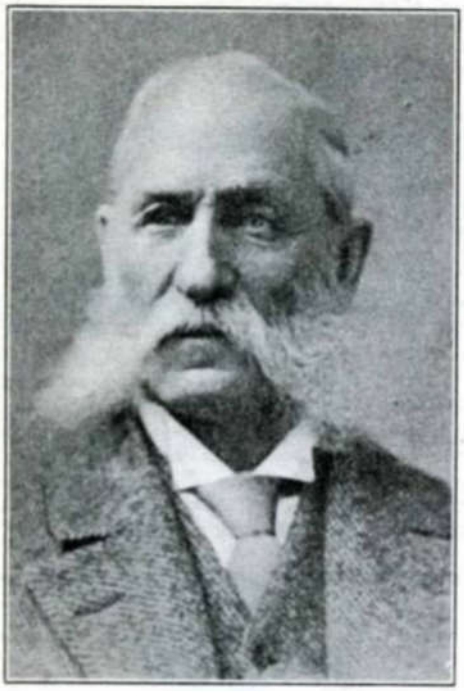
Name	Transferred From	Position
Mr. J. S. Horne	Vancouver	Accountant
Mr. W. G. Florence	Edmonton	Buyer Dress Goods, Silks, etc.
Miss Grimason	Vancouver	Ladies' Ready-to-wear.
Miss A.G. McLaren	Vancouver	Whitewear, etc.
Mr. F. L. Hunter	Calgary	Men's and Boys' Clothing and Furnishings.
Mr. E. H. Martin	Vancouver	Carpets and Draperies.
Mr. M. R. Stewart	Vancouver	Men's and Women's Boots and Shoes.
Mr. B. L. Bond	Edmonton	Restaurant Manager.
Mr. E. C. Stanhope	Vancouver	Furniture.

Other buyers are still to be appointed

is important should be neglected or handled in a slipshod way. Whatever you do—do it well. Be accurate.

as well as the general manager and executive staff and further announcement will be made later.

Patriarch of Fur Trade Gone



COLIN RANKIN, a retired Chief Factor of H.B.C. fur trade, who died in Montreal, April 20th, at the age of 94, was the first Canadian to enter the service of the Hudson's Bay Company as clerk.

He was engaged by Sir George Simpson in March, 1848.

He was in charge of Mattawa Post for several years; left for Lachine in August, 1853; thence to St. Maurice district under Chief Factor Hardisty; spent the winter at Kickendatch Post; was called to Montreal in August, 1854, and appointed to succeed Chief Trader Anderson in charge of Bersimis Post.

In June, 1856, he was appointed to take charge of St. Maurice district, where the Company was erecting a Post and constructing new buildings. He was ordered to Montreal and appointed to Lake Superior district in 1860.

In July, 1866, he was transferred to Saguenay district and there remained until November, 1868, when ordered to take charge of Simcoe and Ottawa River districts.

NEPIGON HOUSE NOTES

ONE of our trappers, Stewart Mitchell, barely escaped drowning a few weeks ago. He was going over his trap-line. His dogs were wild and took him out on the thin ice. He threw himself off the sleigh, and striking the ice, broke through. His dogs broke in twenty feet away. It took him about five minutes to get out. The next thing was to try and rescue his dogs. Having no axe, he had to break sticks and lay them on the ice to enable him to get out to them. By this time two of his dogs were drowned. A third one died as he was being pulled out. The fourth and last had to be thawed out at the fire for about an hour before he could stand up. Mitchell came back to the Post with one dog pulling his sled. It was fortunate that he had a rabbit skin blanket, and that the weather was not extremely cold or he would have been frozen.

The Rev. Father Belanger paid us a visit not long ago on his trip around the lake.

P. S. McGuire returned from a trip north to the C.G.R. and Armstrong, buying fur, and reports very bad going for the dogs.

We received our February and March *Beaver* and think *The Beaver* is getting better every issue.

KAMLOOPS, B.C. STORE NEWS

Miss Dougans spent her Easter holidays visiting her home at Pritchard.

It is with deep regret that we have to report the very sudden death of Mr. C. P. Mottley, who has been a valued member of our staff for over five years. Always cheerful, always willing to lend a hand to those needing assistance, he is sadly missed from our ranks and our deepest sympathies go out to his widow

kaming district, until 1882, when headquarters moved to Mattawa, Ont.

Mr. Rankin retired from the service in 1898.

and family in their bereavement.

Mr. Reid has accepted the position made vacant through the death of Mr. C. P. Mottley, and Mr. Hodges has

accepted the position of night watchman made vacant by Mr. Reid.

Harold says that this married life is quite a proposition. Lighting fires seems to be his great trouble. Anybody that can give him any help in this way will be appreciated.

We are glad to see Howard with us again after a week's illness.

The Misses Muir spent their Easter holiday on the ranch at Campbell's Creek.

251st Anniversary Recalls Last Year's Gala Day

WITH the advent of the 251st Anniversary Celebration we are frequently reminded of the enjoyable time spent last year on the occasion of the Company's 250th Anniversary Celebrations.

As was previously stated in *The Beaver,* the 250th Anniversary Celebrations at Kamloops were held in conjunction with the Kamloops Annual May Day Celebration, and in this way it was made much more effective than would have been possible under any other circumstances.

The total expenses of this celebration last year were borne by the Company, and, when it is considered that between five and six thousand people were in attendance in the afternoon, that close on three thousand attended the dance and that the total population of Kamloops City is not more than five thousand, it is easy to understand that the whole countryside embracing a very large radius from the city was pretty well represented on this occasion.

There were visitors from as far east as Revelstoke and Golden, Vernon, Kelowna and Penticton on the south, Ashcroft and Lytton on the west, and Blue River and Lucerne on the north.

It was a Hudson's Bay day and as such is remembered by all who were present, and we anticipate at this year's May day festivities many pleasing references will be made to it.

During the Anniversary Celebration

INTERIOR of Catholic Mission Church at Fort Good Hope on the Mackenzie River. Good Hope is but a few hours by canoe south of the Arctic Circle nearly two thousand miles north of Edmonton. The congregation of this church consists mainly of Slave and Loucheux Indians with a sprinkling of Eskimos.

Miss Mounce to Study Wood Fungi

First Recipient of H.B.C. Fellowship Has Carried Out Scientific Investigations

By W. S. LECKY

MISS IRENE MOUNCE, who was awarded a Fellowship in Scientific Research at the University of Manitoba by H.B.C. last December, was born at Cumberland, Vancouver Island, B.C., of Canadian-Scotch parentage. Miss Mounce received her elementary and high school education at her home town, proceeding subsequently with university studies at the University of British Columbia, in Vancouver, where she received in succession the degrees of Bachelor of Arts and Master of Arts.

She has already carried out several investigations of economic importance. A joint paper with Professor W. Sadler on certain bacteriological features connected with the canned fish industry was presented to the Royal Society of Canada in May, 1919; and a comprehensive report on the work for the Biological Board of Canada, under whose auspices the work was undertaken, is not yet completed.

When the Imperial Munitions Board was engaged in obtaining aeroplane

week last year, the store rolled up one of the biggest week's totals we have ever had, and plans are now under way which we hope may make last year's figures take second place.

spruce in B.C. they established a timber-testing laboratory at Vancouver (now the Dominion Forests Products Laboratory there), and Miss Mounce carried on an investigation for them on

some factors affecting the commercial value of spruce, including such problems as wood-destroying fungi, "checks," resin and "shakes." At the same time she was engaged in research work on the relation between climatic conditions, especially temperature and rainfall, and the rate of growth and number of resin ducts in spruce. The results thus obtained were embodied in a thesis which was accepted by the University of British Columbia for her master's degree.

This year Miss Mounce was granted a studentship by the Dominion Research Council and has been studying fungi, and methods of dealing with them, under the direction of Dr. A. H. R. Buller, professor of botany, at the University of Manitoba. She has also been doing some original work which gives promise of yielding interesting results.

The Hudson's Bay Company's Fellowship will enable Miss Mounce to continue her study of wood-destroying fungi, and to undertake some special investigation in connection with them. The exact nature of the work has not yet been decided upon. Although fungi are said to destroy as much timber as forest fires do each year, the phytopathological problems with regard to the forests of Western Canada are as yet untouched, and Miss Mounce hopes to be able to apply the knowledge and training obtained here in helping to solve some of those problems in British Columbia.

How Fabrics Got Their Names

FABRICS in general use invariably are named for the cities in which they are manufactured. All ages as well as the four quarters of the globe are represented. Some of the most notable instances follow:

1. Muslin is named from Mosul, a city on the banks of the Tigris, Asia.

2. Cambric is from Cambrai, a city in France.

really the plural form of bay, and the color is that of a horse which is known by that name. A form of the word is common to many tongues.

5. Damask is readily seen to be from the city of Damascus, in Syria.

6. Silks and serge are both from the Latin Seres, meaning the Chinese. These fabrics first came from that portion of Asia which is now northern China.

7. Velvet is from the Italian velluto, meaning wooly; this is from the Latin vellus, a fleece; vellum is a derivation of the same root, a pelt or hide.

8. Bandanna is from the Indian word meaning to bind or tie, and refers to the manner of tying knots in the fabrics to prevent dye from reaching every part. In this way the spots are left white and the rude pattern remains in the cloth.

9. Alpaca comes from the animal of the same name in Peru. It is of the llama species, and its wool is used to make the fabrics which are so popular for summer garments.

10. Calico first came from Calcutta, a town in India, which was once celebrated for its cotton cloth.

Close of French Government Transport Work

A. M. Irvine and Staff Leave Service With Shutting of Montreal Agency; Great War Work of H.B.C. Recalled

AS the work of H.B.C. in connection with transportation matters for the French government was terminated March 31st, a number of necessary changes have been made in the Company's Montreal organization.

Mr. A. M. Irvine, general agent, and several of his staff have resigned from the service.

The inception of the H.B.C. Montreal agency was occasioned by the extensive purchasing and transport work which the Company took in hand for the French government during the fall of 1914.

3. Gauze is probably from Gaza, in Syria, though possibly from the Hindoo gazi, meaning thin cloth.

4. Baize, which we commonly think of as green, was named from its original color, a reddish brown. The word is

The Company was appointed the purchasing agent in North America for goods required by the French military establishment. Later this arrangement was extended so that H.B.C. was entrusted with the purchase and transport of grain, flour and other food-

stuffs which the French government provided for civilian needs.

During the five years, 1915 to 1919, the quantity of goods transported in H.B.C. ships exceeded 13,000,000 tons.

The Company purchased and financed on behalf of the French government a fleet of approximately 225,000 tons, deadweight, for carrying these supplies. Although more than two-fifths of this tonnage was sunk by enemy submarines, no less than 350 voyages were made by these steamers, covering a total mileage of over 2,500,000. In addition, a large number of vessels were time-chartered, so that at one period during the war the total tonnage of ships under H.B.C. management exceeded 1,000,000. At the end of December, 1919, there was a total of 286 vessels loading under the Company's organization.

In addition to the Montreal agency, under the charge of Mr. A. M. Irvine, there was created a network of H.B.C. agencies, numbering 145, at the ports of discharge in France and other shipping centres throughout the world.

The closing of the H.B.C. Montreal agency at the termination of the French government contracts marks an epoch in the Company's history, during which it was privileged to render great service in the world war and at the outset of reconstruction.

LETHBRIDGE STORE NEWS

Miss Whyte has taken her place in the stamped goods department, after an operation which necessitated her absence for some time.

On March 29th the staff and their friends held a most enjoyable dance at Harper's hall. The dancing continued until 2 a.m. to the strains of the "Blue Bird" orchestra's delightful music. At midnight refreshments were served,

Now that Spring has come in earnest, the staff are looking forward to the good times this summer at the club house on the lake, where swimming and canoeing are the favored pastimes.

It was moving day last week when the crockery, carpet and drapery departments changed places, which has made a wonderful change on the second floor.

Mrs. Tullock has shown great talent in the displaying of draperies and shadow cloths in the drapery department.

One of the strongest winds in years visited Lethbridge on April 7th and completely demolished one of the large plate glass windows.

Mr. Briggs has proved himself such a splendid substitute when a stretcher is needed that fainting has become a popular pastime among the fairest of our staff.

Mr. Young has taken a lively interest in the *Daily Herald* football competition, and was the lucky winner of second prize.

YORKTON STORE NEWS

Miss Bertha Russell is once again occupying her old position as cashier. Bertha, after a few months in Vancouver, has decided that the Yorkton snow is preferable to the Vancouver rain.

We welcome a newcomer in the house furnishings department, Mr. A. H. Orchard. We wish him success in his work.

Mr. W. Marchbank, our accountant, leaves us at the end of April. He plans to try his luck out in the Alberta oil fields. We are sorry to lose him, and our best wishes go with him in his new venture.

Mr. H. N. Louth, our general manager, has just returned from Winnipeg. Whilst there he picked up a number of real bargains at the H.B.C. wholesale department.

during which Mr. J. E. Thompson favored us with a baritone solo.

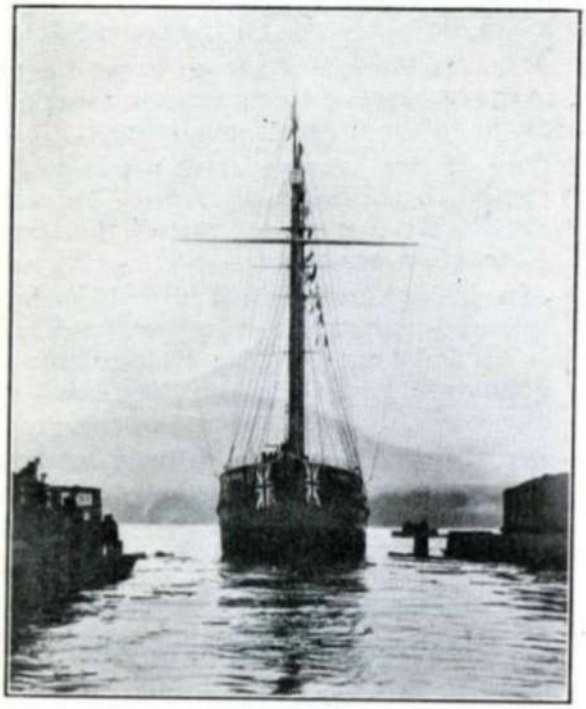
Our Easter showing was most gratifying, due to a large extent to the real Spring weather which brought out a great crowd to see the spring merchandise.

Winter is still with us. We have had a couple of bad blizzards during the past few weeks. Easter Sunday was the coldest day of the winter. All are anxious to say farewell to the snow so that our farmers can get busy on the land.

Arctic Sea Rovers of H.B.C.

Launching of the "Lady Kindersley," H.B.C. Arctic Schooner, at Vancouver Brings to Mind the Long Search by British Sea-Dogs for "Northwest Passage."

By REV. R. G. MACBETH, M.A.



The "Lady Kindersley" Takes to the Seas

EARLY on the morning of March 26th beside the harbor which Captain George Vancouver, more than six score years ago, called Burrard Inlet, after his friend Harry Burrard of the British navy, quite a crowd of us gathered to witness the launching of a vessel destined to plow and crush its way in the grim circle of the Polar Sea. Up yonder where the brilliant Aurora Borealis is the flower garden of God in the sky above the ice and snow where other flowers are unknown, through the long winter night shall this vessel ply her beneficient mission, visiting remote trading posts with news from the outside world and bringing some of the products of civilization to the igloo of the Eskimo. It was fitting that some special ceremony should mark the moment when this gentle emissary of peace and healthful trade took the plunge into the tide which is part of the seven seas that roll around the globe. And so we gathered in the and called "Lady Kindersley," after the gracious helpmate of the popular governor of that ancient fur-trading body of adventurers which dates back over two centuries and a half. Everything was in shipshape order for the launching and, promptly at the minute, skilled workmen with a few taps released the graceful flag-bedecked vessel. Struck by Mrs. T. P. O'Kelly, the lady sponsor, in the act of christening, the "Lady Kindersley" glided easily down the ways and swung into the harbor where a swift, aggressive little tugboat took her in charge with an air that seemed to say, "As you have yet no motive power of your own I'll look after you for a while."

And ever as the vessel sped down the ways and launched herself into the sea there came to one the figure of the voyage of life in those wondrously vivid lines:

"There's a schooner in the offing,
And her topsail's shot with fire.
And my soul has gone aboard her
For the land of my desire.
I must forth again at midnight,
And tomorrow I shall be
Hull down on the trail of rapture
'Mid the wonders of the sea"

Then one fell to thinking of the gallant men who would ship on this new schooner for the Arctic. Theirs will be no easy holiday excursion. They will be holding their boat against the white tossing waves of the northern sea, they will be crashing into the ice floes and breaking paths to the water beyond, but all the time they will be helping to make the bounds of Empire broader and they will be heirs to the heroisms of the vast white northland of our own Dominion.

For our minds played backwards as well as forwards that recent morning by the Inlet and we saw, with the historical imagination, that splendid band of Arctic sea-rovers who added lustre to the fame of British seamen by their determined efforts to find a way by water through our continent to the Pacific ocean.

There is a famous old painting in which a grey-haired British veteran in uniform and decorations is sitting at a table looking over maps and charts and tracing the way across the new continent of America to the ocean beyond in the northern zone. And as his hand clenches hard upon the table he is saying to his grandson, a sturdy boy, "It must be done and England should do it." It was the Englishman's love of

early hour when the sun, coming up over the coast range like a hallelujah chorus, was playing upon the sparkling inlet a selection from the "music of the spheres."

The "Lady Kindersley"

The vessel was not a titanic ocean courser, but an auxiliary schooner built for the Hudson's Bay Company by the B.C. marine organization

adventure and his readiness to take a sporting chance that spoke out in those strong words. And the old man's hope was not disappointed. "The Northwest Passage" became a slogan for the British men who went down to the sea in ships and did business in great waters. Hudson, the intrepid, opened the bay which bears his name, but, after the manner of explorers, he paid with his life for his discovery. And he died as he had lived, saying to his invalid boy, "Do not fear, heaven is as near by water as by land."

Sir John Franklin

But it was with the name of Sir John Franklin, brightest star in the constellation of Arctic explorers, that, next to Hudson, whose name was used in the designation of the old fur company. I was most familiar in my boyhood days in the Red river country. For in those days there were living in that locality two gallant old men who had been on Arctic expeditions in search of Sir John Franklin. I was then told that, years bygone, a splendid, fervidly religious seaman, Franklin, had perished with all his crew just when they had solved, as afterwards appeared, the problem of the "Northwest Passage."

And when sufficient time had elapsed to indicate that Franklin and his men were either lost or frozen in the Arctic seas, the British government undertook a search and offered £10,000 to the man who would ascertain their fate. Apart from this reward altogether, scores were ready to go on this great adventure, but Dr. John Rae was the fortunate finder of sufficient evidence to show that the great explorer had perished.

This, however, did not satisfy Lady Franklin, wife of the noble seaman, and she spent all her own possessions and all that friends subscribed so readily in sending out expeditions to ascertain the facts more definitely. Perchance he and others might yet be alive, though cut off from the means of regaining access to the civilization they had left so far behind. Leopold McClintock's investigation showed that hopes of the loyal wife were without foundation. Relics and wrecks and skeletons were found and an Eskimo who witnessed the last efforts of Franklin and his men: "They died as they walked on the ice."

Something Worth While

It was in connection with the expeditions sent out by Lady Franklin that the two old men whom I recall knowing in the early Fort Garry days did their part. They were pointed out to us as men who had done something worth while and who were to be respected accordingly. The heroes of the frontier were the gallant explorers and the intrepid missionaries who followed them with the message of love to the newly-discovered regions. Some of the modern entertainers who fill a large place in the regard of certain of the youth of today would have been looked upon in those days as idiots and charitably cared for with other irresponsible creatures.

But Captain Kennedy and James McKay, who had been out into the Arctic looking for men who had been lost, were great figures in our boyish imagination. Captain Kennedy was a man of culture and education who won official recognition for his splendid services. I recall him as a rather frail man who walked with a limp as the result of his exposure in Arctic exploration.

McKay, who had been an able-bodied seaman, was cast in a strong mould and lived to a

the coat-of-arms of the oldest surviving business organization of its kind in the world. It was appropriate, then, that this sturdily built and graceful vessel, fashioned on the shore made famous by the advent of the British sea-rover, Captain Vancouver, should be launched with suitable ceremonial and she and her gallant crew bid God-speed on their voyage soon to be undertaken. Theirs is no mean task. It will call for the hardy courage and endurance which find no place in the indolent environment of the Equator, but which tend to recreate the strength of a nation that has never faltered in difficult and dangerous tasks.

MONTREAL

H.B.C. Eastern Buying Agency News

The ready-to-wear buyers are once again in Montreal, viz., Miss Woodhead, of Winnipeg; Mrs. Clarke, of Calgary; Mr. Boyle, of Vancouver; and Mr. Secord, of Edmonton. From what they tell us there will be some super-smart garments displayed upon their return to the west.

We were glad to have the opportunity of meeting Mr. F. F. Harker, manager of Edmonton retail, who spent a few days in Montreal last month.

After a brief absence, we have again with us Mr. Pallett, of Edmonton, who reports some excellent purchases for the May sale.

Miss A. K. Smith, of Vancouver, on returning last month from her European buying trip, spent a few days in Montreal. Miss Smith reports a most successful trip in every way, but nevertheless she is exceedingly glad to be back home.

Miss Labitzky, of Calgary, and Mr. Sewell, of Vancouver, were recently in the east and are now en route for home again. We have also been visited by Mr. Robinson, of Edmonton.

Mr. Townsend, of Vancouver spent a few days with us last month.

rugged old age. Back in the North Saskatchewan he had married one of the stately daughters of a chief, who proved a most devoted wife and mother. Their sons were magnificient-looking men, who took a large and influential part in the treaty negotiations between the Dominion government and the various tribes of the western plains, whose habits and languages the McKays had known from their childhood.

And so it is in the wake of these early explorers and navigators that the "Lady Kindersley" will follow under the Red Cross flag and

Mr. Florence, formerly of Edmonton, has returned from his European buying trip, and after spending a few days in Montreal is now on his way to Vancouver. He tells us that, although he has had a most strenuous time of it while away, he feels in the very best of health and seems to have quite recovered from his unfortunate accident of a little while ago.

John Calder Never Questioned, "Will I Get the Credit?"

Chief Accountant's Rise in Service Reminds One That While a Steamer's Whistle Can Make Much Noise, It's Her Propeller That Pushes Her Forward.

By CLIFTON THOMAS, Publicity Department.

SHOULD the newcomer inquire, "What happened in such-and-such a year in connection with Western Canada or the Company," he would more than likely be answered, "Well, I think it was thus-and-so, but if you want the real, accurate information, go ask John Calder. He knows."

Now, in what manner the chief accountant of the Hudson's Bay Company has gained his enclycopoedical repute is not apparent, but certain it is that if a question arises regarding the "when" or "how" of some H.B.C. event within the past half-century, a statement from John Calder is quite generally regarded as authenticity itself.

JOHN CALDER, ESQ.
Chief Accountant

He is a sage of Company's history. Almost fifty years in service, at a period when development sped ten times as fast as during any preceding fifty years, John Calder has witnessed and participated in more changes of conditions and methods than possibly any other H.B.C. employee now active.

He has crossed the bridge that carried over from the "old regime" to the new. When he first took up the pen of an H.B.C. clerkship at old Fort Ellice, the

or wholesale business. There was nc Winnipeg.

In February, 1876, Mr. Calder took a farewell plunge in the salt water off Dingwall, his Scottish birthplace, and boarded a train for Liverpool. Crossing to Portland, Maine, he proceeded to Montreal where, he says, "The sight of the mighty St. Lawrence spewing out her winter's accumulation of ice was a novel and marvelous sight to me, the untravelled. Thousands of mammoth sheets of ice lunged and gnashed against each other, driving toward the sea. Piling up in mountainous jams, toppling rearward upon other huge cakes close behind, they made an uproar like that of a battle of giants."

Through the "States" Mr. Calder continued his journey westward and reached Fort Garry by steamer down the Red.

Warmly welcomed at the Fort, he quickly made new friends among the younger clerks, who lost little time in removing from him the stigma of "greenhorn" by staging the accustomed initiation ceremony—this time in the form of a practical joke. They took him on a buffalo hunt.

Booted and spurred—armed to the

Company's "sales-shop" business was negligible as compared to its department store business of today. The stores were a part of the fur trade department. The fur trade itself was split up into four departments—the Northern, the Southern, the Montreal and the Western. Each "department" made its returns to London independently of the others. There was no land department

teeth—he joined their intrepid band which galloped westward on fast ponies toward where the *Free Press* building now stands. Of a sudden they drew up and pointed with alarm toward a large group of animals in the bush not two hundred yards ahead. "Rush them alone," urged the boys, "and slay until your ammunition gives out. Then we'll come up and finish off the re-

mainder." Young Calder charged like the famous Don of old—and stampeded a herd of ordinary Manitoba steers which had been peacefully feeding.

At the post that evening, the Factor, John H. M. McTavish, presided at the table, and the newest buffalo hunter from Scotland came in for an unmerciful ragging all around the board.

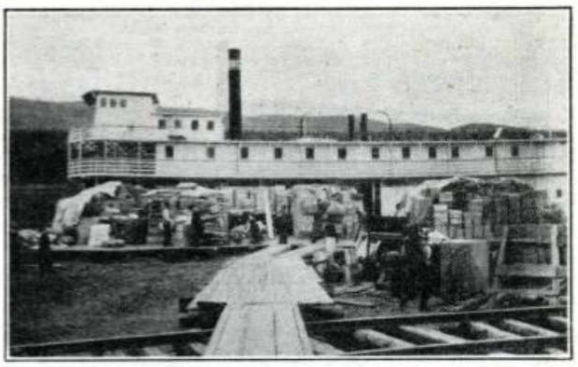
Early in July Mr. Calder proceeded with the Saskatchewan brigade of Red river carts to take up his post as clerk at Fort Ellice, then headquarters of the Swan river district.

Archibald Macdonald (afterwards Chief Factor) was in charge of the district at that time. Mr. Calder continued to serve under him until transferred to Winnipeg in 1891. "Mr. Macdonald," he says, "was broad-minded, energetic and a strict disciplinarian. He insisted that packets, transport and accounts always must be on time. Mr. David Armit was accountant for the district and under his careful, considerate and painstaking tutelage, I obtained a real grasp of the accounts."

When, a few years later, the Company erected a sawmill and gristmill at Riding Mountain Post, Mr. Arnitt was placed in charge and Mr. Calder took up the work of district accountant as his successor.

The year 1891 found Mr. Calder in Winnipeg, which was just then beginning to assume the proportions of a frontier town. C. C. Chipman had been made Chief Commissioner in Canada the year before, and under his management the various "departments" of the fur trade were combined and the returns thereafter came to Winnipeg to be audited and adjusted before forwarding to London.

Due to the nature of his work, Mr. Calder has made but one long journey on Company's business since joining the



THE H.B.S.S. "Fort McMurray" unloading supplies for the northern fur trade. The steamer operates on the Athabasca River, from the end of steel at Fort McMurray to Fort FitzGerald (formerly Smith's Landing) and to the chutes on the river which impede further progress southward.

bright"; and in this connection he mentions ex-Chief Trader W. J. McLean and the late Roderick McFarlane—his "pals" and co-workers of an elder day—who remained young in thought by always "carrying on" at something interesting and useful. Like them, he believed it is better to *wear out* than *rust out*.

The chief accountant shies from the spotlight. It is doubtful that he ever in his career stopped to ask the question, "Will I get the credit for this?" at the outset of a new task.

As quiet and unassuming a man as one would ever meet, Mr. Calder gets things done. With no "fuss or feathers," little said, no lost motion, he handles a tremendous amount of important work in a remarkably short time.

One not in touch with his work might naturally ask: "What does a chief accountant do, anyway?"

(1) The land department year ends 31st March.

(2) The fur trade department year ends 31st May.

(3) The saleshops department accounts are made up semi-annually on

staff. During 1899 he was despatched to the Athabasca and Peace river districts to instal the 1-10 Fur Trade Day Book. He proceeded from Edmonton in company with W. T. Livock, then district manager for Athabasca, and spent five interesting months in northern regions—"the finest trip," he says, "during my entire service with the Company."

Like "Poor Richard," Mr. Calder believes that "the used key is always

31st January and 31st July.

(4) The Company's fiscal year ends on 31st January.

The chief accountant is responsible for the preparation of these returns, and the incidentals connected therewith.

Whenever payments are made by cheque, the chief accountant signs the cheques sent out from Winnipeg head office. This phase of the work seems to be increasing as will be noted from the fact that in the year 1915, exclusive

of Chicago cheques, Winnipeg head office issued 24,121 cheques. Last year they amounted to 37,952, a total increase in five years of 57.34 per cent., or, roughly, 11½ per cent. per annum.

In addition to affixing his signature, the chief accountant checks and initials all supporting documents accompanying the cheques. Add correspondence with branch accountants, interviews with the chief executive, inter-departmental correspondence, and the hundred and one other things that demand the attention of an executive, and you will reach the conclusion that a man who can attend to them all is deserving of all confidence reposed in him. Mr. Calder has always put the Company first, and everything after that in order of merit; and this will explain why under so exacting a chief as the late Chief Factor "Archie" McDonald he held the position of district accountant while an apprentice clerk, "passing rich with £40 a year."

Impressions Gathered on Successful Holiday

Listening to the Mocking Bird and Golfing in Mississippi Not Without Charm

By FLETCHER SPARLING,
General Manager, Winnipeg Retail

WHETHER on business or pleasure, one is always forced to deal with the weather man. The weather on the gulf coast of Louisiana and Mississippi in March was much like sunny old Manitoba in late spring and early summer. It is a pleasant change from the climate one leaves behind in February and March in Winnipeg and means much to the success of a vacation, particularly one in which golf is to play an important part.

New Orleans reminds one a great deal of Montreal. The old French customs have left their impressions. Our guide reminded us that the United States is the third nation to govern New Orleans. First it was the Spanish, then the French, and now the Americans.

One of the things that attracts one's attention there is the cemeteries, owing to the custom of "planting" them on top of the ground, instead of in graves as we are accustomed to see burials made. The approach to the old chapel of St. Roch is lined on either side with these individual mausoleums, quaint

for regular business traffic. This appears a sensible and successful traffic arrangement irrespective of the opinion of those in Winnipeg who have contended so strongly that this plan was not workable or practical.

Southern United States business men were not complaining about business. As in Winnipeg, there is little unemployment in New Orleans. They believe business will return to normal just as fast as the people of the nation begin to think and act normally. Bankers, I was told, were not inclined to extend credit to a merchant who had not adequately reduced the price on his goods and taken his loss thereon at the close of last year's inventory.

Westward on the coast of the Gulf of Mexico, about 180 miles from New Orleans and mid-way between Biloxi and Gulfport, is Kinloch-on-the-Gulf, which rather suggests "Scotch and Water." I found nothing tangible to support the suggestion so far as the "Scotch" part is concerned. Kinloch is also famous for being five minutes' walk from the Country Club golf

and artistic of design. From somewhere comes the thought that when Gabriel blows his horn those planted on top would seem to have a little advantage at least on the start upward, provided, of course, we are all going that way.

Canal Street, New Orleans, the main business thoroughfare, is about the width of Portage Avenue, Winnipeg. Block after block automobiles are parked "nose in" to the street-car tracks. Thus the curb is cleared

course, where pleasant foursomes were played daily by congenial souls, good friends all, a recollection of which will remain long among cherished memories of the fairways. Other friends there were too. There was "Bertha," the little fat Overland "four," built for "five," usually filled with "six." Thus we saw many things of interest on the countryside, including a turpentine "grove" where pine trees were tapped so similar in appearance to the Canadian "sugar bush."

There was also our little friend the mocking bird of which the South has much reason to be justly proud. In the trees, along the fairways, and all about, he rendered his song liberally. This wonderful songster would take one after another, without the slightest hesitation, the songs of a score of feathered singers and execute each song faultlessly and in a manner that would appear to make the regular singer jealous.

In a clump of thick shrubbery on the edge of the lawn, about eight feet from the ground, we watched with growing interest one of these little mocking birds build his summer home. When opportunity afforded, we peeped in through the bushes and found it to be about half built. No doubt it is completed ere this. Here's hoping the little home is a happy one.

Our splendid old Company was well and favorably known and spoken of by many people met in the Gulf coast country. A Mississippian who had smoked "*Imperial Mixture*" for years asked me if the Company would please make "*Imperial Mixture*" a little milder, as he felt it was growing a little too strong for him lately.

In Chicago, New York, New Orleans and elsewhere, men whose opinions are entitled to respect are doing some hard thinking about the propoganda that is being so persistently spread on this continent ingenuously and under various pretexts, the objective being to stir up ill-feeling between British and American people. There is apparently a growing conviction in the minds of American men (at least, I gathered that impression) that a strong relationship exists between this propaganda and the German programme which has not been stopped by the Great War and that the defeat of this propaganda

Whatizzit?

Bird Experts, Attention—Prize Offered For Correct Name of This Species

HERE is a bird that, frankly, *has us "guessing."* A friend of *The Beaver* snapped him in this clump of pussywillow not far from our office the other day and brought the negative here beseeching us to classify the creature. He looks so common in some ways and yet there is that about him which is very much out of ordinary. Is this some new species from the north? We've given it up.

rests entirely upon whether the English-speaking peoples of the world stand together. As one man put it, "We must overcome prejudice and be big enough to submerge all things less important and see to it that no wedge is driven between Britain and the United States, because to-day they are mainly all that is holding civilization together."

On my return to New Orleans, one of the nice things waiting there was that splendid limited train with steam up, its head pointing straight to Canada, for Winnipeg, and home.

Surely some of our readers will know this bird. A reward is offered of a copy of Chester Reed's Pocket Bird Guide, with beautiful color-plates of all Canadian and birds found east of the Rockies, handsomely bound in limp levantine, to the first reader who writes giving the correct name of our little feathered friend. *Kindly address all communications to Bird Editor, The Beaver—and don't crowd.*

George A. Bayne

IT is with the greatest regret that we report the sudden death of Mr. George A. Bayne, which occurred on the morning of March 28th last. The news came as a great shock to his family, his business associates and all who knew him.

His passing was especially to be regretted, in view of the fact that he would have retired from the Company's service on the 31st March last to enjoy, as we all hoped, the many years of rest and comfort with his family which he so thoroughly deserved after decades of hard and conscientious work.

He was a man of the highest principles, and very broadminded. He towered above pettiness, understood human nature and attracted people to him by his plain honesty and unfailing sincerity.

Mr. Bayne was an elder of the John Black Memorial Church since its institution in 1914.

He was initiated as a Mason in 1874, then joining Prince Rupert Lodge No. 1. He joined St. John's Lodge No. 4, as a charter member, in 1875; was a member of Hiram Lodge, Grandview, from 1880 to 1890; and joined Kildonan Lodge as a charter member on December 16, 1920.

Mr. Bayne's attention to business was unfailing, and the hospitality extended by himself and his family to others generous in the extreme. He was buried in Kildonan cemetery with Masonic honors.—*G. L. Bellingham.*

HERE IS THE SOLUTION OF THE WORD PUZZLE

M 1	O 2	N 3	E 4	Y 5				T 6				B 7	A 8	C 9	O 10	N 11
A 12	M	E	N 15		O 16		T 17	E	N 19		B 20		T 21	A	L	E 24
S 25	E	T 27		A 28	R	E 30		E 31		R 32	O	W 34		T 35	E	C 37
O 38	N 39				E 40		A 41	T	E 42		A 43				O 44	K 45
N 46				S 47				H 48				S 49				S 50
			A 51	N	T 52						S 53	L	Y 54			
E 55		I 56	N	E	R	T 60		C 61		S 62	H	O	O	T 66		S 67
P 68	A 69		N 70	A	Y 72		S 73	A	T 74		E 75	O	N 77		B 78	C 79
O 80	R	B 81		K 82		S 83	A	L	E	M 87		P 88		B 89	A	A 91
D 92	C 93				N 94	O	M	I	N	A	L 100				D 101	R 102
E				V		S	O	B	E	R		W				E

103				104		105			106		107				108	
			R 109	I	M 111		A 112	R	T 113		H 114	I	S 116			
K 117		B 118	A	Z	A	R 122		E 123		M 124	I	S	E	R 128		H 129
E 130	H 131		T 132	O	N 134						P 135	E	T 137		P 138	A 139
T 140	O	O 142		R 143		P 144	O 145	E 146	M 147	S 148		R 149		T 150	A	P 151
C 152	L	A	D 155		M 156	E 157	R 158	M	A 160	I	D 162		H 163	E	L	P 166
H 167	E 168	R 169	O 170	N 171		R 172		U 173		T 174		B 175	E 176	A 177	M 178	Y 179

The Word Experts

THE number of those who endeavored to solve Mr. Wilmot's word puzzle was surprisingly large, passing all expectations. Much time and effort, apparently, was devoted to the subject; and *The Beaver* feels assured that browsing through the dictionary has not been a waste of time for the many who attempted a solution of the puzzle. Probably there is not one but that has a larger vocabulary than before. Following are the names of those readers in H.B.C. service who returned a correct solution and those who were 80 per cent. right or nearer:

Correct

WINNIPEG

Fur trade Department

Miss G. Pritchard, Head Office.
R. A. Talbot, Norway House Post.
Dorothy C. Woods, Fort William, Ont.

Land Department

Miss Marguerite Nunn.
Mr. R. E. Evans.

EDMONTON

Miss Ellen Peterson, Department 10
Miss O. Crowther, Department 10
G. M. MacKenzie, Assistant Manager

CALGARY

A. B. Lapp, Shipping Department

VANCOUVER

Miss M. Draper, Retail Store
Mr. Fred Wainwright, Merchandise Office
Mr. Reggie Norman, Retail Store
Mr. G. W. Roberts, Retail Store
Mr. J. Neill, Wholesale Department.

NELSON

Miss F. L. Waters

LONDON

William Suffey
Lawrence A. Dowsett

Approximately Correct

Fur Trade Department

W. E. Gamlin, F.T.C.O., Winnipeg
W. B. Murray, Hudson Post, Ontario
A. S. Blair, Matogami Post, Lake Huron
Leslie Laing, Fort McMurray, Alta.

J. R. McIntosh Won Success in Edmonton District

H.B.C. Edmonton Land Agent Pioneered as Farmer and Real Estate Man in West

By J. PREST, *Associate Editor*

J. R. McINTOSH

MR. McINTOSH, in charge of H.B.C. Edmonton land office, was born in 1880, on a farm near Sherbrooke, Quebec. Coming from what is known by all tourists as one of the beauty spots of Eastern Canada, the St. Francis valley, there is little wonder that it required the first year of his residence in Alberta to definitely decide that Edmonton on the banks of the Saskatchewan closely rivalled his old home in scenic beauty and that the rich

Winnipeg Retail
Miss Libbie A. Boake

EDMONTON
Miss B. Mercier, Office
Miss Larson, House Furnishings Department

CALGARY
Miss E. Dann, Audit Office
Miss M. I. Weedmark, Grocery Department.
Miss M. Mahaffy, Department 11
Miss Margaret Thompson, Credit Office.

VERNON
Miss Ena Ward

VANCOUVER
Wm. I. Leatham, Stock Room
Miss Olive Lambert, Silks Department
Mr. Vernon Lee
Miss Eva Russell, Adjustment Bureau
H. B. Walker, Furniture Department
Miss Alice Bryant, Adjustment Bureau
Mrs. E. M. Hollier

black loam and productive qualities of the Alberta soil far excelled those of even the famous St. Francis valley.

Mr. McIntosh's first occupation was that of clerk in a livestock office in Montreal, where he spent the first three years of his business life. His health having failed him at the age of twenty, he went from Montreal to Colorado, where he served as clerk in a general store owned by a horse rancher. It was while in Colorado that Mr. McIntosh came to the conclusion that if the American west was good for one's health the Canadian west would be too, and having a natural desire to get back

to good old Canada, he started from Calgary in April of 1902.

Not being possessed with much cash, Mr. McIntosh gladly accepted the first job offered him in Calgary, namely, that of a junior clerk in J. H. Ashdown's retail hardware store. In the fall, when he had saved enough money to take him to Edmonton, he asked for a week's holidays and made straight for what had been told him was the garden of Western Canada, the Edmonton district.

His first occupation in Edmonton was that of bookkeeper, stenographer and general clerk to Mr. P. Heininck, then land agent of the Hudson's Bay Company. Remaining with Mr. Heininck for two years, Mr. McIntosh found it necessary to take out-of-door employment, so in 1904 he acquired a section of C.P.R. land and also made entry for a homestead in the Vegreville district. This was before the C.N.R. entered Edmonton. Edmonton was the nearest and only business centre to Mr. McIntosh's farm, one hundred and ten miles by trail, and it was necessary to make the trip two and three times each year. The distance was covered by team and when the weather was extremely cold or the roads muddy, one may imagine that such a trip would be no pleasure jaunt.

During his farming operations, Mr. McIntosh built up a strong physical constitution and, having an opportunity to dispose of his farm to advantage, he did, and returned to Edmonton, where the lure of real estate speculation was attracting thousands of people from all quarters of the world.

In 1907 he opened up an office of his own and remained in business until 1920

"Conscience Money"

THE BEAVER has been requested to acknowledge in its columns the receipt of $541.50 by the Company from an unknown debtor.

The amount was paid in two instalments accompanied by the following letters:

March 15th, 1920.

Enclosed please find $300. Hold it for me. Will explain when I can.

Yours truly,

(Not signed).

. . . .

April 14th, 1921.

Enclosed find $241.50. I sent you $300 a year ago. This makes a total of $541.50, an amount indelibly fixed in my mind. This is principal and interest on an old promise to pay, or "debt of honor," with an old H.B.C. post long since closed and all parties knowing of this obligation have passed to the great beyond. To avoid publicity I have taken this method of reimbursement and knowing you have no record of the transaction at the same time I am relieving myself by justifying myself that my word was always good. With best wishes for the Company.

I am, respectfully,

A Sacred Pledge.

In view of the recent epidemic of repudiation and evasion of contracts, it is refreshing to find someone who has evidently been at pains for many years to accumulate sufficient to pay an old debt which had long since been written off H.B.C. books and forgotten. Officers of the Company regret that this individual has chosen to remain anonymous as they would like to acknowledge the payment to him per-

when he was appointed land agent for H.B.C.

Mr. McIntosh has held several public offices in Edmonton, and in 1904 was the youngest justice of the peace in what was then the Northwest Territories (now the provinces of Alberta and Saskatchewan.) For the last three years he has been president of the Edmonton Exhibition Association.

Mr. McIntosh's father, the Honorable John McIntosh, widely known as "Honest John," died in 1904. Mr. McIntosh says: "The reputation for honesty of my late father has assisted me more than anything else, and it is the best asset and legacy a boy could be given.

sonally.

"Batching" at an Outpost in Lake Huron District
by A. B. Cumming, with apologies to Geo. Souter.

SASKATOON WHOLESALE NOTES

We had visits last month from Messrs. C. W. Veysey, A. P. Evans and A. Brock, of the Winnipeg office.

We have secured larger warehouse premises and are busy arranging the building so that we may move in about May 15th.

Mr. Albert Green, of our warehouse staff, is in the hospital suffering with internal trouble, a result of his imprisonment in Germany during the war.

Dave Grant is already putting in time at the golf links. Dave has a little on most of the players (we mean in height).

Morris Winters is offering his home for sale. He wants to buy or build a larger one. We do not know why, but time will tell.

Jefferson Thompson, the popular salesman of the general cigar company, paid this office a visit recently. Jeff. says this town is one of the best in the West, and we agree with him.

Prize Winners in Suit Problem

FOLLOWING are the names of those winning prizes for first correct solutions to the "suit selling problem" on page 26 of *The Beaver* for April:

Prize	*Name*	*Dept.*	*City*
1st	*Conan Frayer*	*Executive*	*Winnipeg*
2nd	*A. Montgomery*	*Fur Trade*	*Winnipeg*
3rd	*A. Mills*	*Retail*	*Winnipeg*
4th	*Charles Tyrrell*	*Retail*	*Calgary*
5th	*May Megahy*	*Retail*	*Edmonton*
6th	*J. B. Morison*	*Land*	*Winnipeg*
7th	*Grace MacDonald*	*Retail*	*Vancouver*

Solution of the problem:

$1\frac{1}{2}$ Salesmen in $1\frac{1}{2}$ hours sell $1\frac{1}{2}$ suits
$1\frac{1}{2}$ " " 1 " " $1\frac{1}{2}$

$1\frac{1}{2}$ suits = 1 suit

1 " " 1 " " 1

$1\frac{1}{2}$ suits = $\frac{3}{4}$ suits

6 " " 10 " " $\frac{6 \times 10 \times 2}{3}$ = 40 suits

The Report for 1920

of the Great-West Life Assurance Company is now in print, and will be mailed to any interested person on request.

It records a year of remarkable success—success

It records a year of remarkable success—success founded upon twenty-eight years of remarkable

RESULTS TO POLICYHOLDERS

Over $256,850,000 of Insurance is now held in force by

The Great-West Life Assurance Company

Dept. "D 30" Head Office: WINNIPEG

WINNIPEG

Wholesale—Depot

HIS "PLACE IN THE SUN" is here at divisional headquarters of H.B.C. wholesale department from which point of vantage the "Little Corporal" pumps ginger into his far-ranging cohorts of sales-getters. Our photo shows Mr. A. P. Evans, Manager of the Grocery, Tobacco and Confectionery Departments at his desk in the wholesale depot.

Mr. Vesey Entertains the Curling Wonders

A VERY enjoyable time was spent by the members of the Wholesale Curling Association on April 20th, at the home of our general manager, Mr. C. W. Veysey, the occasion being the distribution of prizes to the winning rinks. Progressive whist commenced the evening's fun. The following

Mr. and Mrs. Veysey, with a large number of the wholesale depot staff, enjoyed the Company dance April 11th.

Fishing While Overseas

By J. K. SEAL

THOSE of our readers who were not overseas may be interested to hear of our fishing in France and Germany. We had no elaborate tackle; that, of course, is understood, because we couldn't carry anything but kit. A pole, string for a line, a home-made float and hook and lots of sport. Even as our equipment was limited, so were our opportunities.

In 1915 the Yser canal gave us a certain amount of sport, until Fritz made things too uncomfortable with H.E.

From the Yser we went to La Bassee. This was a very quiet sector of the line for a time, and we made the most of it. Old timers of the 1st Division will remember the joys of bathing and fishing along the La Bassee, from Givenchy to Bethune. Roach and perch and carp were our general catch; not many, but enough to make things interesting. As food values, the fresh fish were priceless. Such a change from "bully" and hardtack! La Bassee was the last fishing place for some time. We were in the Ypres salient in 1916 (Sanctuary Woods). The Yser canal at this period was in a deplorable condition, the water stagnant and foul from the quantities of H.E. that Fritz had thrown over and also from corpses.

No fishing there, nor did we get any further opportunity until the division moved down to Albert district for the opening numbers of the Somme battles.

Even as times change, so does man and his ideas. At La Bassee we had thought only of fishing in the orthodox manner, a pole and line; on the River Ancre, time seemed too short, too fraught with possibilities and we used instead our old tried and trusty friends—Mills bombs.

This practice was just coming into use and

suggestions were placed on each table:

SUGGESTIONS FOR TO-NIGHT

If you are full of trouble, forget it!

We do not want to hear about that swell draw. Forget it!!

If the wife has been giving you—— Forget it!!!

If you did win the game—Forget it!!!!

Judging by the fun and hilarity, everyone must have left their troubles behind. After whist, P. M. Rennie gave a rendering of his favorite, "A Wee Doc and Doris," and then Mr. Braidwood distributed the prizes as follows:

Alex. Thompson, first; C. W. Veysey, second; John Poitras, third.

we soon caught on. Over there you were either ahead of the other fellow or you were out of luck. I wonder how many of our readers went for a stroll from Gardners' Post near the creamery on the Ancre with a haversack containing a half-dozen hand grenades. Pull the pin, heave the grenade into the river, and in about four seconds —B A N G!—you then raked the fish ashore and got out of the neighborhood.

No further opportunity for fishing occurred until after the armistice, when after long, long days of marching (250-mile hikes) we arrived at the outpost line of the Cologne bridgehead, 30 kilometres from Cologne and the Rhine. Kaltenbach was in the midst of one of the ex-Kaiser's game preserves, and fishing and hunting were easily obtained. The fish were mostly speckled trout, full of fight and as game as they make them, and most delicious eating. Good sport while it lasted, but we welcomed the news that meant our return, first to Blighty and then Canada.

Retail Store News

Congratulations are in order to Mr. Wilfred Lamoureau, who excited everyone around the delivery department and garage by gleefully announcing the birth of a bouncing boy.

And The Beaver hears that Mr. George Payne is the proud owner of a new daughter.

The Minister of Colonization has to announce the marriage on April 15th of Miss Louise Burstow, late of our mail order department, to Mr. Ewart Halford, of Boulter-Waugh's; also Miss Curwain's engagement to the best man in Winnipeg and Mr. Pugsley's—well, we don't know what exactly; one day he is in the seventh heaven of happiness and forgets to go home at night and the next day he seems to be experiencing something like 30° below zero.

Mr. Whalley Poured

April 29th at 12 o'clock noon the store dining-room was the scene of a very delightful affair. Among those present were Mr. Frankish, Mr. Whalley and Mr. Scott. All sat at a table—Mr. Whalley this side, Mr. Frankish that side and Mr. Scott over there. They partook joyfully of *potage a la reine, pommes de terre,* oysters on the hoof (perhaps), pie a la, and a lot of other high-sounding nourishment. Mr. Scott fed daintily from the far end of a silver fork and spoon—one at a time. Mr. Frankish spread butter with a knife. Mr. Whalley poured tea. In the ensuing *tete a tete* the income tax, the weather, the fair sex and other vitally

"The 'Jollies' that bloom in the Spring, tra la!"

Everyone should bear in mind that anything they may say will be used as evidence against them. You can't keep it out of *The Beaver*, so no use trying.

Mr. Sam Moore is a good citizen. He is remodelling his house, helping make the city easier to look at.

We have decided not to say anything about an event in the near future of Alice in Wonderland, because she is so bashful.

And it was equally as difficult to get an interview with Miss Marie Jenkins regarding the coupe and chaperone rumor.

Sam Beggs, the redoubtable bowler, has organized a store duckpin team—cognomen, "The Bears"—consisting of Messrs. Beggs (captain), Upjohn, Hughes, Dunbar, Cunningham, Bowdler and Pugsley. They are working like beavers to lead the league.

Don't laugh! Miss Watson fell downstairs at the Walker theatre the other evening. No casualties. The management thought the stairs could be repaired, so Miss Watson was released on suspended sentence, promising never to do it again.

important matters were discussed. A pleasant time was had. This is a daily noon occurrence, of course, but it is reported here because impression advertising is good for the restaurant sales volume.

A CHALLENGE!

"The Bears" duckpin team of Winnipeg store does hereby fling down the gage to a similar team in any of the Company's establishments, for a regulation game of tenpins or duckpins to be played simultaneously and results exchanged by telegraph the same evening. Rush your acceptance to the editor, *The Beaver,* Winnipeg—and don't of course, expect to win!

Mr. Bill Parker, of the engineers, lost the end of his finger in a dispute with a strong-minded motor.

Miss Jean Cazel in the office is more bright-eyed than ever, these days. We wonder why all this happiness registered? Inquire delivery department!

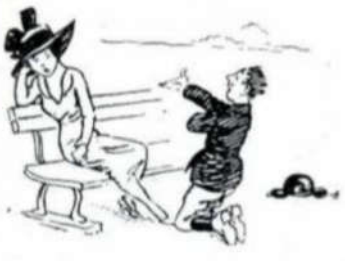
Mr. Frankish never gets back from a buying trip without some allegation that he managed a very clever *coup*. It is becoming so common for him to do uncommon things that the impression is getting around that he secretly uncouples the last car of merchandise from trains bound elsewhere and consigns the stuff instead to Winnipeg.

Mr. Niven is training like a good fellow so as to be able to "lick the spots" off all comers when he punts the pigskin down the gridiron with Knox Football League this summer. You should just see his muscles when he wears his training suit at the Y.M.C.A. Wow!

Suspicion confirmed that the hardware and home furnishings masculinity is setting the fashion pace these balmy days with the ancient and honorable custom of wearing hard-boiled *chapeaux*. Someone should speak to them about this.

Mr. Campbell's lost tooth is provoking considerable inquisitiveness around the grocery.

It is not known whether Mr. Drennan has consented, but rumor has it that Charles Johnson is about to depart from single blessedness.



Every little diamond has a meaning all its own! For instance, there's the one that came to Miss Booth by mail from Calgary. And the other one that Miss Curwain discovered, cleverly concealed in a box of chocolates the other day. Is everybody happy? Foolish question!

Our Winnipeg golfers are off for the season! Mr. Sparling and Mr. Ogston circumambulated the greening fairways

Sales Department, H.B.C. Wholesale—Depot

Land Dept. Notes

MR. H. F. HARMAN, Land Commissioner, has just returned from a business trip in the West, visiting Edmonton, MacLeod, Kamloops and Victoria.

New Mounts for Major and Tom

DEMAND for farm lands from local farmers is the foundation of the Company's farm lands business. Realizing this, active means are being taken to develop this local market, through personal canvassing.

Major J. B. Morison and Thos. H. Nicholls, of the land department staff, will be the Company's travelling representatives, in this undertaking, with headquarters at Humboldt, Saskatchewan, and Lloydminster, Alberta, respectively.

and swatted the "pimpled pill" almost before the snow disappeared. That's getting away to a good start!

And all the tennis fans are aching to tease the ball while their feet are itching and squirming to get into cool white shoes. Awright—Les go!

A signal honor has been won by our Miss Annie Long in the recent Manitoba Musical Festival. She was one of the quartette to be awarded first prize, and in addition she won third prize award in the contralto solo class.

Last season, the Major and Tom traversed the wilds of Northern Manitoba and Saskatchewan, inspecting Company's land, as yet beyond the frontier. This year, instead of wagon or "mare's shank," the boys will each have a Ford; as against "sow belly and beans' there will be the farmer's table heaped with good things; as a contrast to last year's study of Nature will be this year's study of Human Nature.

The newly appointed travelling representatives take with them the best wishes of the land department. They are each fortunate in combining shrewdness and good judgment with a genial disposition which should make them many new friends and add materially to the Company's business. *C. E. Joslyn*

Land Department Boy's Training at Y.M.C.A. to Excel in Sports

By F. N. NICHOLSON

KEEN interest in Y.M.C.A. training is noticeable among the land department staff this year, due to the encouragement lent to the idea by the Land Commissioner, who has been instrumental in getting the Company to contribute to the Association, on behalf of the land department, a subscription sufficient to cover six membership fees.

The men who have taken advantage of these memberships are already starting to train at the "Y.M." in anticipation of the summer activities. It behooves the members of the Company" various other Winnipeg staffs to look well to their laurels in the athletic competition during the coming summer.

One member of the land department staff, who is taking an indoor golf course under a professional instructor, states that he has been able, by this means, to considerably improve his "style." He does not, however, make reference to any improvement in his vocabulary, and the reader is reminded that any persuasive verbiage that this enthusiast may possibly be heard to invoke on the links during the ensuing season should not necessarily be attributed to the coaching received at the "Y."

EDMONTON

Retail Store Notes

Mr. F. F. Harker, general manager of the store, left on an extended visit to the East. Business in connection with the Company's interests will necessitate Mr. Harker's absence from the store for five weeks or so. Mr. McKenzie, assistant manager, will hold the reins during this period.

Miss Bessie Ogilvie, who resigned her position in the trimming department to reside at Vancouver, has again returned

Miss Ruth Williamson, stenographer in the advertising department, has resigned her position in order to return to her home in Duluth, after fourteen months of faithful service.

Mr. Secord, buyer for the ladies' ready-to-wear section, left for the Eastern markets and will be away some weeks.

Mr. Briggs, buyer for the ladies' waists, underwear and children's section, returned from an extensive buying trip.

Mr. Harvey, buyer for the furniture

to Edmonton and has once more taken up her former duties.

Miss Cameron we feared at one time would have nervous prostration during the absence of Mr. Briggs, but she came through the ordeal of supervising splendidly and proved more than equal to the task.

Miss Hattie Stevens is another "right-hand-man" who has successfully filled the breach during the absence of Mr. Walker, buyer of the china and hardware sections.

Miss McDonald, of the millinery section, was guilty the other day of an unpardonable act of cruelty. She was seen to deliberately stick a hat pin into a sailor.

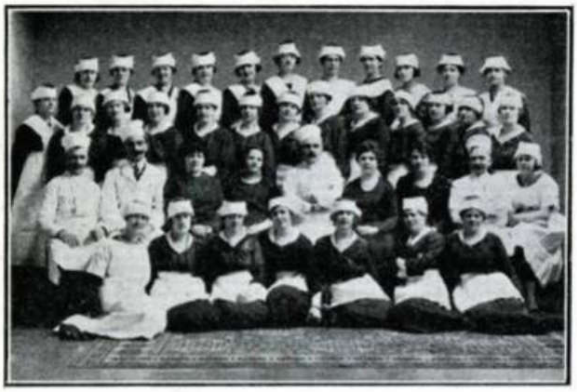
department, also returned from a profitable buying trip.

Mr. Walker, buyer of the china and hardware department, has just returned after five weeks' absence in the Eastern markets.

Mr. Florence, late buyer for the staples and dress goods sections and recently appointed buyer for the new H.B.C. Victoria store, has just returned from Europe. He reports a decided drop in the prices of all lines of merchandise.

Miss Dora Phillips, an April bride-to-be, was presented with many beautiful gifts from her fellow employees in the office and the buyers, the gifts including many fine pieces of linen, cut glass and silver.

VANCOUVER



The Man Behind a Delightful Cuisine

THE pictured group represents the staff of the *Imperial Restaurant,* cozy dining hall of the Hudson's Bay Company in Vancouver. This department of the store's service has an average of 3500 meals monthly to its credit, with a maximum of 47,253 meals served in the month of December last. The very able chef is a native of Switzerland. He caters to the fancies of Vancouver's "epicures," and gives a good account of himself to "tourists" from all parts of the world as they pass through Vancouver. Mr. Knechtle (at the centre of group) was born in Lausanne in 1883, being apprenticed at the age of seventeen at the famous *Beau Revage Paris,* Lausanne. Afterwards, on emigrating to the new world he served in distinguished restaurants and hotels of New York, Chicago and Toronto.

He entered the service of the Company for

End-of-Season Dance

THE closing dance of the season in connection with the social side of our Association was held the 31st of March. There were about 350 members and friends present. The dance was held in the Navy League Auditorium and at the request of several of the young lady members was made a "Calico Dance."

Fishing for Real Fish

By F. S. GARNER

I'VE never claimed that fishing was one of my accomplishments. In fact my tastes run to something with a little more "life" in it. The idea of a man going away at some week-end with another fellow or two in a canoe filled with sandwiches and drinks, both hard and soft, has always seemed to me a selfish thing. I have always preferred the football or cricket ground or a tennis court, selfishly, of course, because women played the part of spectators But if the catching of three or four pike weighing about five pounds each makes a man a good fisherman I guess I must be a "humdinger."

In the very little experience I've had in fishing either with a piece of bent pin on the end of a piece of cotton or with rod or reel or the more gloriously exhilerating exercise of pulling through the water about sixty fathoms of line and a spoon with hooks on it, I have got 'em beat a mile.

At Savary Island five years ago I caught six salmon in about thirty minutes. Whether it was the cunning of my throwing in the line or not, or the anxiety of the fish to make me

the opening of the beautiful *Elizabethan Room* in the Calgary store in August, 1913, and came to Vancouver to take charge of the pleasant dining rooms which are so familiar to this store's clientele, with their air of quiet comfort, and memories of good meals perfectly served.

Luncheon to Elevator Girls

THE Vailima Samoa, North Vancouver, pretty home of Mrs. R. Harpur, was the scene of a dainty luncheon when her daughter Bessie entertained the H.B.C. elevator girls. Covers were laid for eight. Among those present were Miss Crowder, Miss Keene, Miss Macindor, Miss Harpur, Mrs. Clay, Mrs. Rowe, Mrs Mackinnon and Miss U. Harpur. A most enjoyable time was passed by the guests.

On one occasion, having just thrown the spoon into the water, a beautiful thirty-pound spring salmon swallowed the whole spoon in his hurry to oblige me.

Another memorable fishing event, and one I shall never forget, was when with quite a party I boarded a little "canoe" of some two thousand tons and went gliding over the sad sea waves somewhere near the Gulf of Panama. I well remember getting into a school of porpoise, and just as though we had been acquainted one with the other for years past, every time I dropped my line with a little piece of white ribbon or rag on it, one of these fine-eating porpoises came to get acquainted. While I could not gauge the time exactly, I'm quite sure in much less than forty-five minutes I had brought aboard ten times as much weight of fish as our worthy friend Pugsley or our colleague, Brother Reeve, and had treated it so trivially that, unless these wonderful feats accomplished by our Winnipeger and Calgarian had not been so strongly featured, my little episodes would never have been brought to print.

CALGARY

Retail Store Notes

Mr. and Mrs. R. W. Gibson are rejoiced at the birth of a baby girl, "Joan," on March 21st, 1921.

Miss C. Steven left the service of the Company to take up nursing after two years' service with the audit department. As a remembrance, members of the staff with which she was connected presented her with two pieces of French ivory.

Mr. and Mrs. R. Sinclair are rejoiced over the birth of a daughter, April 3rd, 1921. Everyone has noticed the smile on Mr. Sinclair's face as he drives up and down the elevator.

Miss N. Morris, of the credit department, has returned to business after a week's illness.

Mrs. M. Moddie, of the accountant's office, has returned safe and sound from a four month's trip to Ireland.

The Furniture Situation

By GEO. SALTER

AT no other time in my experience have I found the furniture market in such an unsettled condition. There

Calgary Store Gets Publicity "Tie-up" with Made-in-Canada Week

THE H.B.C. Calgary store recently carried out a selling scheme built upon "Made-in-Canada" merchandise. Advertising, windows, show cards and department displays closely co-operated in the successful execution of the plan.

The Goodyear Tire Company were approached and they agreed to loan fifteen tires, one for each window. The tires were a novelty in themselves, being the hugh truck-size pneumatics.

A tire was placed in the centre of each window with appropriate wording on a neat card, thus: One window was of women's sport skirts. The slogan was —"*Grow healthily 'tire-d' outdoors in one of these Made-in-Canada Sport Skirts.*" Another for a fabric window read, "*Make up your Spring 'At-tire' from these Made-in-Canada Fabrics.*" Another for blankets was, "*'Re-tire' under these cosy Made-in-Canada Blankets.*"

In the centre of each pane of glass, at a height of six feet, where cards shaped and printed in the form of a

seems to be no set price on anything. The majority of factories are working with half usual staff, at short hours; and while wages have been reduced slightly, the factories find themselves with very much increased overhead expenses owing to the very small output.

Prices will no doubt be lower in the July price lists; in fact we expect a very substantial reduction.

Many beautiful new designs of bedroom and dining room suites are now in process of manufacture and will be ready for fall delivery.

The Canadian factories are manufacturing furniture now equal in design and finish to anything on the continent and I believe we will be money in pocket in more ways than one if we insist on having only Made-in-Canada furniture.

wreath of maple leaves. At the top was the word WHY? and lower down the sentence—"Buy Canadian-Made Goods," followed by the word in bold letters "BECAUSE," and then twenty-eight appropriate reasons followed, one for every card used. We quote a few:

BECAUSE

It is patriotism put into practise.
The dollar will come your way again.
The factories help pay our taxes.
Canadian workmen will be kept working.
You can save $1,000,000 in exchange for 1921.
Canadian Goods are as good as the best.

The windows proved a decided attraction to the public and the majority were seen to walk around the entire stretch of windows in order to read the different slogans.

A Good Club House and Ideal Sports Facilities within easy reach of the Store.

New Life for Calgary H.B.A.A.A.

Big March Social Gathering in Store gives Impetus to all Sports

By LOU DOLL

WITH a resolve to continue athletics for H.B.C. Calgary store employees, the H.B.A.A.A. annual banquet, dance and whist drive was held in the store March 29th. About six hundred employees and several guests sat down to the banquet. After the staff had dined, a good concert programme and short speeches were enjoyed by all. The evening was successfully terminated by a dance and whist drive.

The guests of the evening included

a technically trained force amassed by Germany. Sport is nature's own training-ground and we find it in all walks of life." Continuing, the speaker referred to the fact that a kitten, a pup, a colt, in fact all animals, when young, play and romp about. He said they were training themselves for future activities and so it was in the case of sport for mankind. He appealed to the employees on behalf of the H.B.-A.A.A. to join forces with the association and help in promoting the interests of the club throughout the season. He urged them to forget the "movies" and dances for a while each week and turn out in the open air and benefit by the exercise gained in different sports as provided by the association.

such well known figures as Col. Pearkes, V.C., who gave a short talk on sport that kept the big crowd at attention for some time. Bruce Robinson, president of the Calgary Board of Trade, was also present at the affair and his address was well taken by the employees. Mr. A. S. McKay, owner of the athletic grounds used by the Company's staff, was present at the banquet, as was Mr. A. Hanna, Company's solicitor.

The short talk given by Col. Pearkes, V.C., was one of the premier events of the evening. The colonel's speech was in part as follows:

What Sport Has Meant

"Few people appreciate what sport has really meant to this nation," said the colonel. "With trained sportsmen Great Britain and her allies overcame

The concert programme presented by the employees themselves was of a high calibre and enthusiastically received by all present.

Miss Julia McColl, a talented vocalist, gave a pleasing solo, which was encored, and she favored the guests with another delightful rendition.

The "Two Macs," Macleod and MacDougal, scored a decided hit in their duet at the piano.

Miss Cakebread and Miss Boucher also gave an excellent vocal duet and were well received.

Officers elected for the coming year in connection with the Athletic Association were—President, J. M. Gibson; vice-president, J. S. Smith; secretary, Frank Reeve; treasurer, R. W. Mason.

Ten of the store's best boosters were elected as executive committee.

The Opening of H.B.C. Calgary Athletic Grounds, June, 1918, was well attended.

Every H.B.C. Employee Should belong to H.B.A.A.A.

By F. R. REEVE

THE purpose of the Athletic Association is to provide healthful outdoor recreation, relaxation and social entertainment for all its members. But there is also another phase of the activities of our Association, a side that has a direct bearing on the business activities of the Company. I refer to the spirit of friendliness and co-operation that must result from gatherings of employees on the common ground of good fellowship.

To illustrate: A group of twenty-

constant intermingling on the rinks.

To see J. S. Smith, merchandise manager, dancing a "backwoods breakdown" on the ice, accompanying himself by wild yells, is to get a very different opinion of him in his everyday life in the store; or to see and hear J. McGuire, the superintendent, who refuses to stand after throwing a rock, preferring to recline instead on that part of his anatomy designed to rest tired feet, is a sight that makes you look at him in a much different light than you'd look at J. McGuire, the store superintendent.

To get away from business occasionally and meet as members of the H.B.A.A.A. is without doubt one of the greatest factors in promoting co-opera-

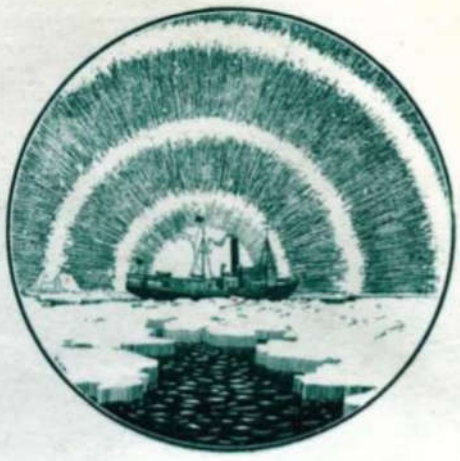
five or thirty men of the staff got together as a curling club last winter. This group included the general manager, merchandise manager and several other executives. During the winter each rink in turn met and played every other rink, and this little club became the most friendly aggregation one could imagine. We all got to know well many members of the staff that hitherto had been but nodding acquaintances.

In one hotly contested game I heard one of the staff complimenting our worthy general manager in terms of warm commendation. This enthusiast, as well as every other man in the curling club, had found that Mr. Gibson as a curler was considerably different from Mr. J. M. Gibson, the general manager, and who can doubt that such a feeling was not extended to the daily business life with a willing co-operation based on the friendly feeling created by

tion amongst all ranks.

To every head of a department it might be said: "Get out and meet your staffs on other than a business footing. Attend the athletic events, attend the dances, whist drives, concerts and other social functions of the A.A. Get to know the boys and girls working under you, not as a boss, but as a friend and a fellow member of the A.A. Let them know you too in the same light. Interest yourself in them apart from the business relationship and you'll find that the business relationship will be the pleasanter for it.

The A.A. can do all this if you will each take your membership in the spirit for which it was intended. If an association is productive of so much that is desirable in an organization such as ours, is it not worthy of the greatest possible support you can give it—*your membership and co-operation.*



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